

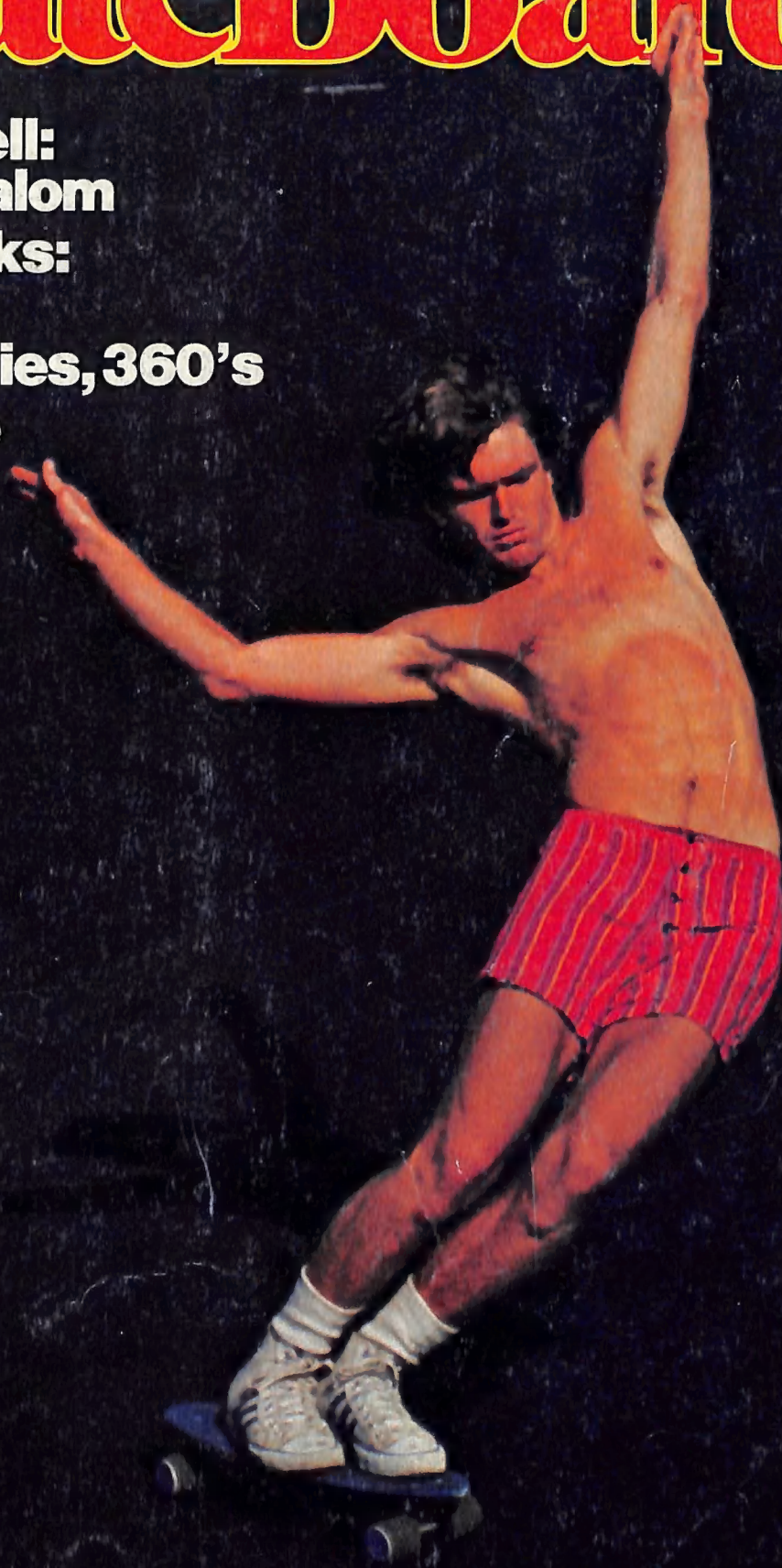
A SURFER PUBLICATION

CDC 00142

SkateBoarder

Vol. 2, No. 3 \$1.00

**Chris Yandell:
Downhill Slalom
Tips on Tricks:
Christies
Nose Wheelies, 360's
Skatedance
Who's Hot!**





Denis Schufeldt, aside from being a yoga instructor, is the fastest man alive on a skateboard. Denis uses yoga control over mind and body to develop body fanning techniques that increase his speed to an unbelievable level.

We do not recommend these high-speed downhill runs to anyone! We do want to point out that Bahne boards have been successfully used and proven under the most incredible circumstances. Photo: W.B.

is bad news for the rest of the industry still trying to copy our old ideas, but...good news for the professional and high-performance skateboarder who has been waiting for a meaningful breakthrough in skateboard equipment.



The all-new Bahne Skateboard makes everything else obsolete.

- It's wider—d full 7" wide for a more stable ride than ever before.
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- Shock absorber pads—specially

- fabricated for durability and cushion.
- Super-grip Cadillac wheels.
- Our super-wide Stoby Cadillac wheels available for those riders who require extremely high-traction capabilities.
- Non-skid textured decks.
- Glass-struded chassis.

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312



301



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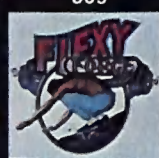
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Wholesale only.



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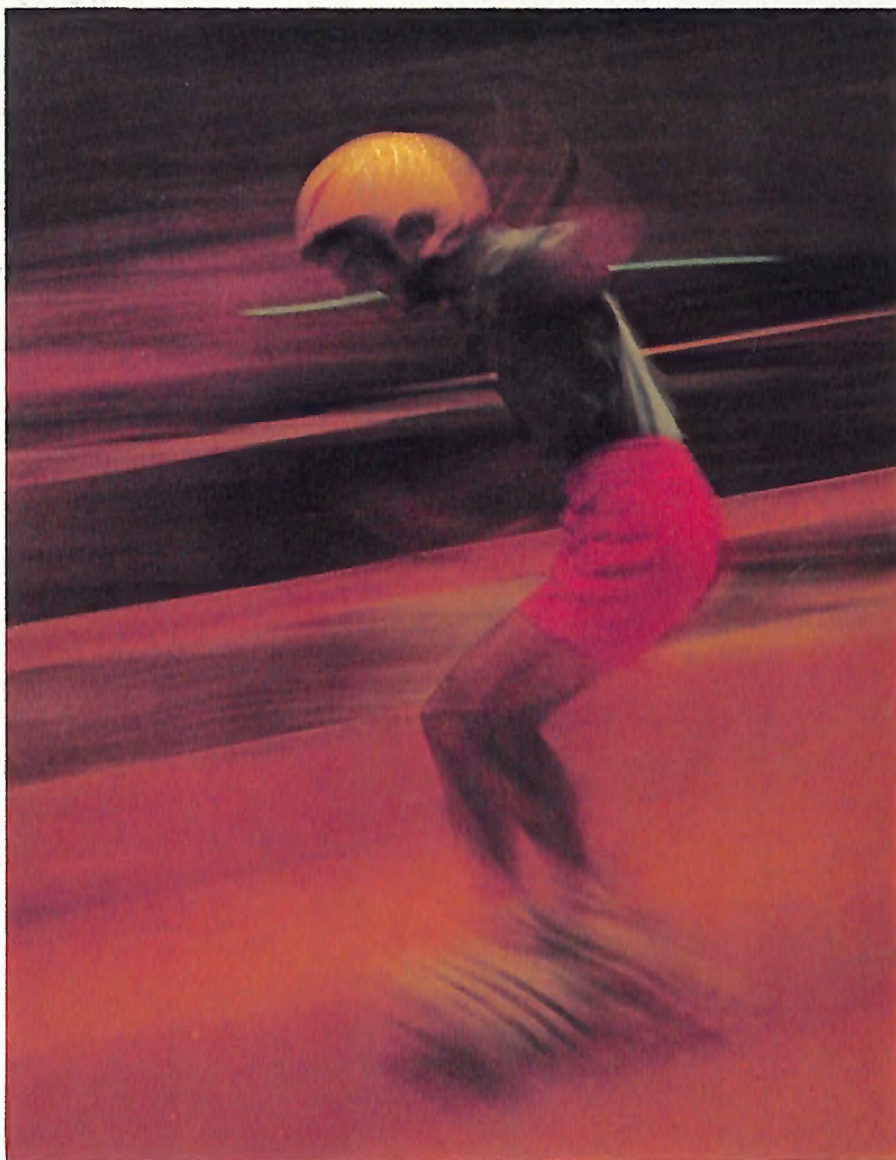


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East Coast promotion — Ocean Promotion, Box 181 Melbourne Beach, FL 32951
Japan — Hisao Yamada, Calif. T-Shirts, Kanagawa-ken



Arms and legs blurred beyond recognition, skateboard wizard Bruce Logan pumps his way down the slalom ramp at the recent World Pro-Am Skateboard Championships. While Bruce made a good showing in the slalom, he did considerably better in the professional free-style in which he took first place. SKATEBOARDER salutes the new World Champion. Creative action photography by Dave Dash.

SkateBoarder

Vol. 2, No. 3 Winter 1975

On The Cover:
Impressionistic asphalt
strokes by Denis Shufeldt.
Photo: Warren Bolster.

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Step Aboard . . .



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See...

Mike Weed—Red Hot Pool Rider

Ty Page—Primo Jumper & Freestyler

Brian Perry—Radical Pool Rider

Skitch Hitchcock—Airborne Kamikaze

Brad Logan—Stylist Par Excellence

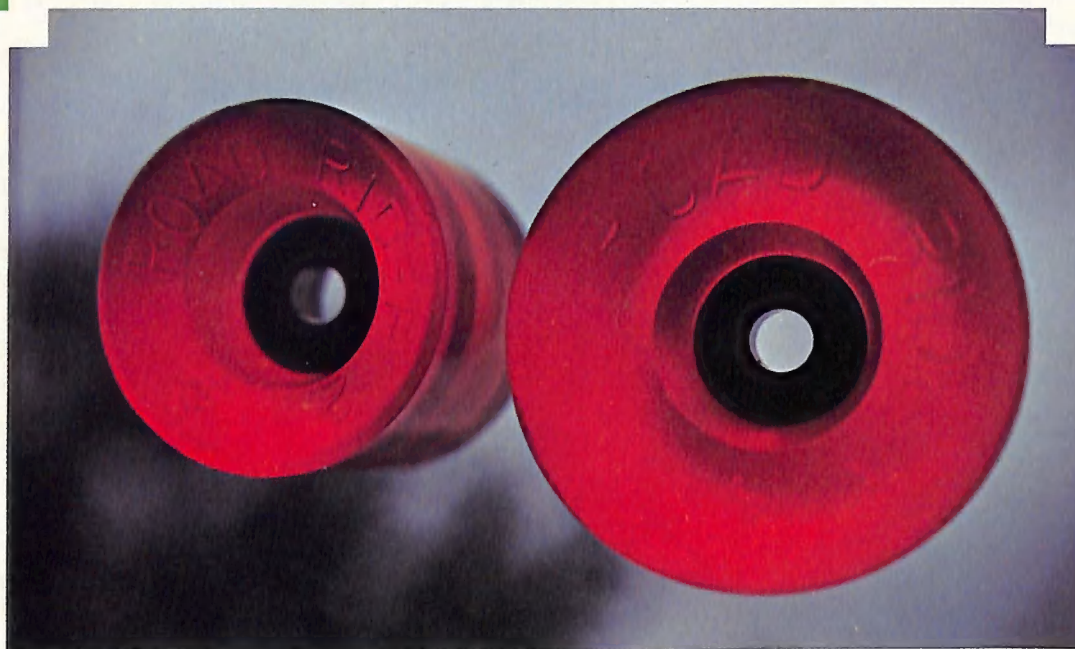
Bruce Logan—World Pro Champion & King of the Nose Wheelie

Performing at "The Funnel," "Toilet Bowl," "La Costa,"

"Black Hill," "Box Canyon," "The Pit," and much more.

Great quad sounds
plus a special skateboard cartoon
by
John Lamb

ROAD RIDER WHEELS



HENRY HESTER

(left) G&S Fibre Flex Team.
1st men's pro down hill slalom
1st men's pro speed run World
Pro-Am Hang Ten.



BRUCE LOGAN

(left & right) Makaha/Logan
Earth Ski. 1st men's pro free
style World Pro-Am Hang Ten



CHRIS YANDELL

(right) G&S Fibre Flex Team.
1st overall USSA World Titles
San Diego.



SCOTT SOMMERS, 1st TONY CARTER, 2nd MIKE ASHWORTH, 3rd

(right) Team Santa Cruz.
Junior men's slalom World
Pro-Am Hang Ten.



The champions on this page
all use Road Rider Wheels.

Photos by Dan Devine and
Warren Bolster.

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Miscellaneous photos should be addressed to PHOTO EDITOR.

Mark envelopes PRESS PHOTO—DO NOT BEND, and carefully pack negatives and transparencies. All contributions must be accompanied by a self-addressed, stamped envelope. SKATEBOARDER

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ADVERTISING RATES available upon request. Contact Don Kremers or Dave Dash at SURFER, Box 1028, Dana Point, California 92629. Phone 496-5733 or 496-5922, Area Code 714.



Photos by Dan Devine

TEAM SANTA CRUZ

Scott Sommers 1st, Tony Carter 2nd, Mike Ashworth 3rd (L to R) junior men's slalom, World Pro-Am Hang Ten Skateboard Championships, John Hudson, Coach

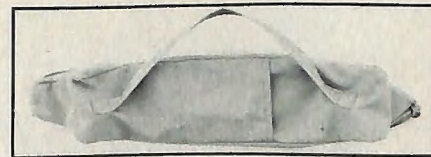
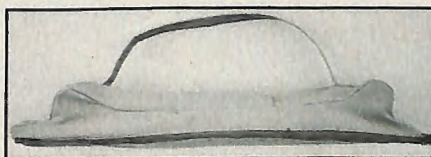
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Mark IV Model



Mark II Model



Standard Model

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Dealers only write for free catalogue and wholesale pricing information.



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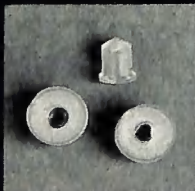
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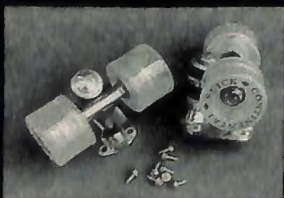
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12

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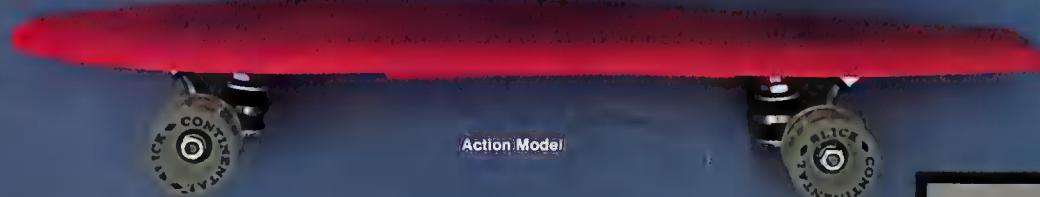
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Action Model

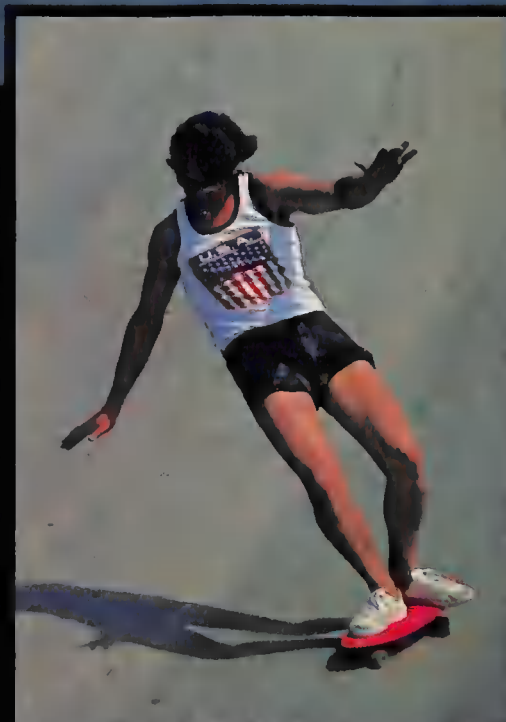
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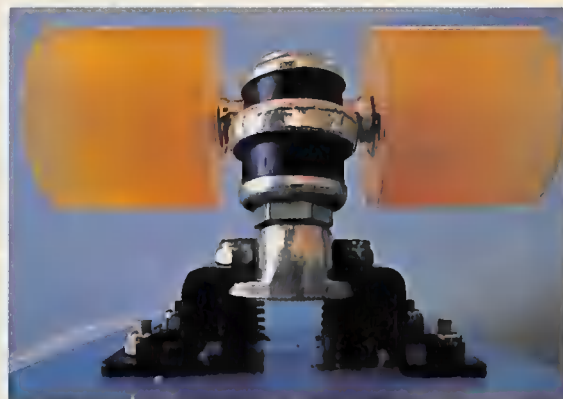
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4th Neil Graham — G & S

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Women's Pro Downhill Slalom

1st Desiree Crisp — \$200 —

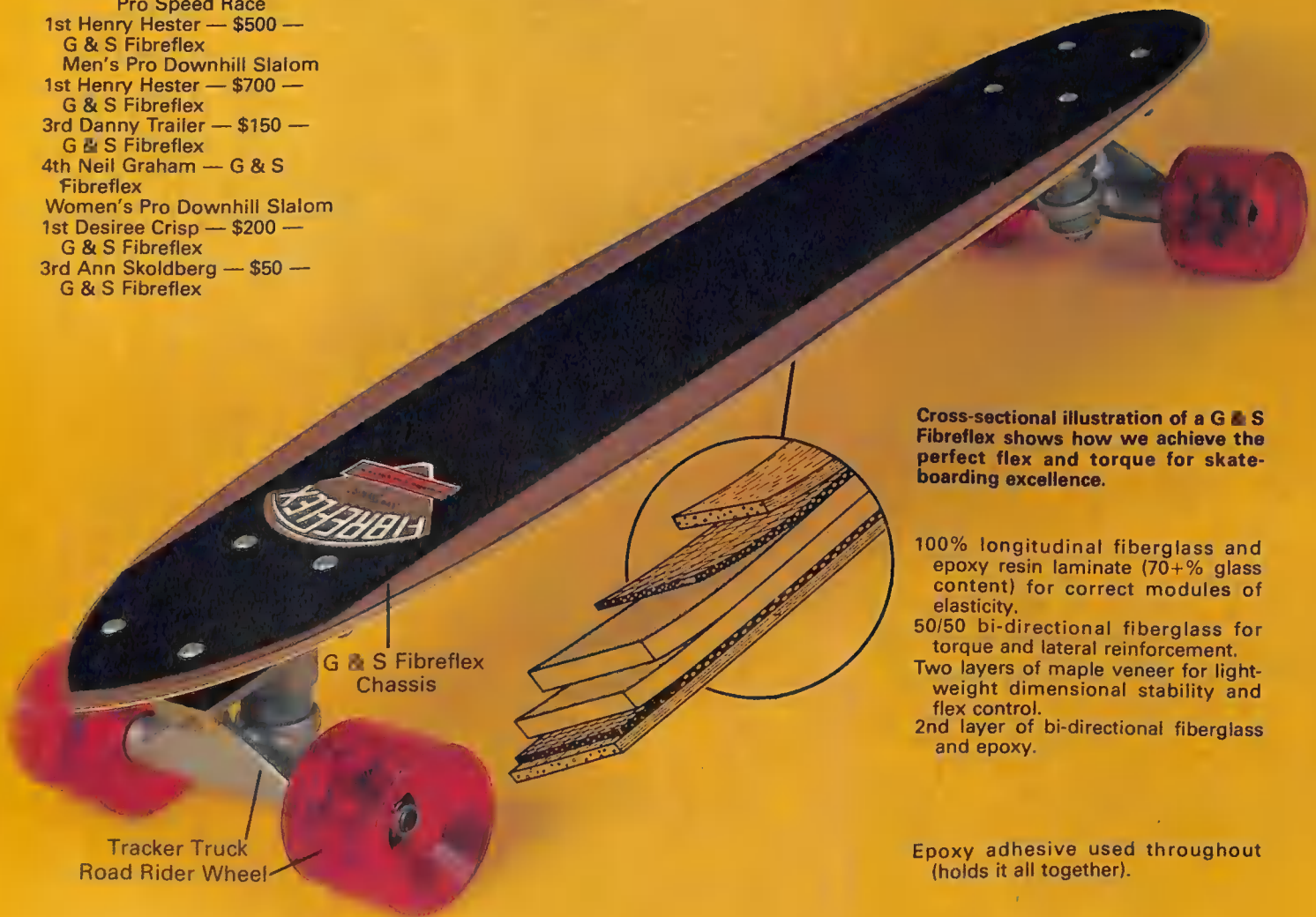
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FOREIGN CARS ARE LOWER ANYWAY

I was wondering whether or not you could use some pictures of a person jumping five benches on his skateboard. He can also jump two benches high, a lunch bench and his Datsun sportscar. He jumps these objects by having his skateboard go under the bench, or car, while he goes over the top. He then lands on the same board without touching the ground. If you are interested, please contact me, Jonathan Petropoulos, Pacific Palisades, California. *Hey, man, we can jump higher than that . . . Ed.*

NEW PRODUCTS DEPT.

Tracker Trucks are a race-proven combination of a wide, 4 1/4" wheelbase, and a low center of gravity. They feature case-hardened axles and races, Teflon pivot bushings on a strong cast alloy carriage assembly. As you may expect, the developers have put plenty of time, money, and experience into these babies, making them well worth checkin' out, especially since many hot racers, including Chris Yandell, are riding and winning on 'em.

The new **Road Rider** stoker-size wheel in its marketing debut won the freestyle, slalom and high-speed runs at the L.A. Hang Ten Pro Contest. Not too shabby, eh?

Jamie Budge, veteran North Bay surfer and film maker, has applied a few windsurfing concepts into the **Wind Skate**, a skateboard sail complete with a patented hinged mast and boom that allows the

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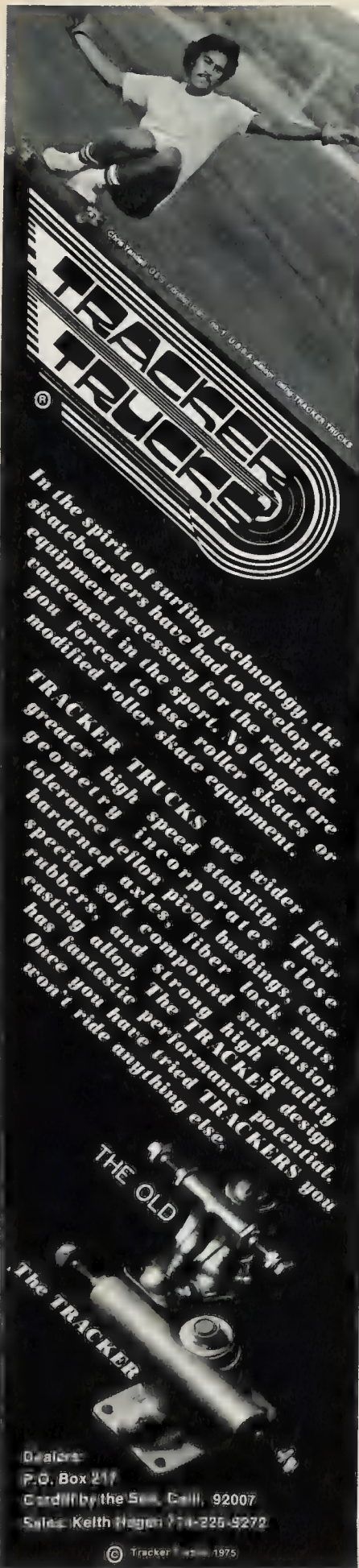
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TRACKER TRUCKS are wider for greater high speed stability. Their geometry incorporates a close tolerance teillon pivot bushings, case hardened axles, fiber lock nuts, special soft compound suspension rubbers, and strong high quality casting alloy. The TRACKER design has fantastic performance potential. Once you have tried TRACKERS you won't ride anything else.

THE OLD

The TRACKER

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"Bertleman's a fireball of emotion, light and color."



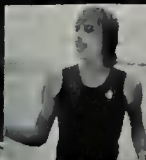


SURFING Magazine

"Explosive surfing — exciting skateboards . . . I was climbing and dropping in my seat."

Steve Pezman, SURFER Magazine

SUPER SESSION

NARRATION BY THE SUPERSTARS

				
GERRY "It's a cakewalk."	B.K. "Hunkin'!"	RORY "Go out to win \$5,000."	JEFF "Sunset jacks so much."	LARRY "Anything is possible."

OUTRAGEOUS SURFING and SKATEBOARDS



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PRODUCED BY HAL JEPSEN

FEB 28	SAT	SAN LUIS OBISPO VETERAN'S AUDITORIUM
MAR 5	FRI	SANTA BARBARA LOBERO THEATER
9	TUE	UCSB — MAGIC LANTERN THEATER
12	FRI	NEWPORT HARBOR HIGH AUDITORIUM
13	SAT	SANTA MONICA CIVIC AUDITORIUM
14	SUN	DOWNEY THEATER
18	THU	PACIFIC GROVE — ROBT. DOWN AUDITORIUM
19	FRI	SANTA CRUZ CIVIC AUDITORIUM
20	SAT	SAN FRANCISCO VETERAN'S AUDITORIUM
21	SUN	SAN JOSE CIVIC — MONTGOMERY THEATER
24-30	ONE WEEK	SAN DIEGO — ROXY THEATER
26,27	F-S	HERMOSA BEACH PIER AVE. AUDITORIUM
31-APR 6	ONE WEEK	SAN FERNANDO VALLEY — MOVIES TARZANA
7-13	ONE WEEK	ENCINITAS — SOLANA THEATER
9	FRI	PASADENA — CITY COLLEGE — MAIN AUDITORIUM (SEXSON)

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- 1st HACIENDA HTS. FREESTYLE
- 2nd HACIENDA HTS. SLALOM
- 2nd SANTA BARBARA FREESTYLE
- 2nd LONG BEACH SLALOM
- 3rd NORTHDRIDGE FREESTYLE
- 3rd ORANGE COUNTY FREESTYLE
- 4th NORTHDRIDGE SLALOM

JENNIFER JOHNSON (WOMEN'S)

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- 1st HUNTINGTON SLALOM
- 1st ORANGE COUNTY X-COUNTRY
- 2nd HACIENDA HTS. SLALOM

STREET MANEUVER (BOYS)

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- 1st NORTHDRIDGE FREESTYLE
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- 1st BALBOA FREESTYLE
- 1st HACIENDA HTS. FREESTYLE
- 1st SOUTH BAY FREESTYLE
- 1st HUNTINGTON FREESTYLE
- 1st DYNO CONTEST COMBINED

RICH VANDERWYCK

- 2nd VENTURA SLALOM
- 3rd VENTURA FREESTYLE

DAVE MILLER (BOYS JR.)

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- 3rd ORANGE COUNTY FREESTYLE
- 3rd ORANGE COUNTY X-COUNTRY
- 4th SANTA BARBARA FREESTYLE
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- 3rd LONG BEACH FREESTYLE
- 4th ORANGE COUNTY SLALOM

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X2000 wheels
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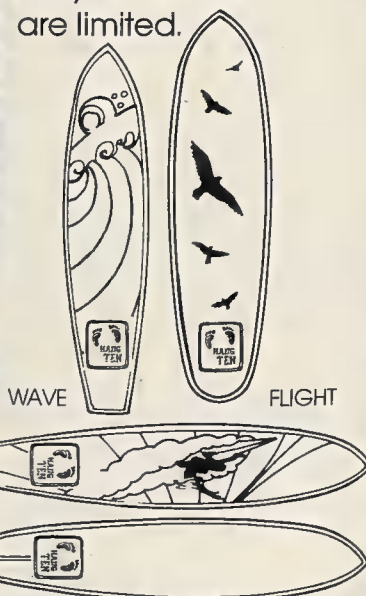


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SURFER	24" <input type="checkbox"/>	27" <input type="checkbox"/>	6" <input type="checkbox"/>	\$32.00	_____	\$ _____
			7" <input type="checkbox"/>	\$36.00	_____	\$ _____
PIN STRIPE	24" <input type="checkbox"/>	27" <input type="checkbox"/>	6" <input type="checkbox"/>	\$32.00	_____	\$ _____
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FLIGHT	24" <input type="checkbox"/>	27" <input type="checkbox"/>	6" <input type="checkbox"/>	\$32.00	_____	\$ _____
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WAVE	24" <input type="checkbox"/>	27" <input type="checkbox"/>	6" <input type="checkbox"/>	\$32.00	_____	\$ _____
			7" <input type="checkbox"/>	\$36.00	_____	\$ _____
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rider to turn in the wind and position the sail on either side of his body without changing footing. In an average afternoon seabreeze, speeds of 20 m.p.h. are attainable. It's applicable to any skateboard.

Racing Discs are the original skateboard hub cap, protecting the bearings from dirt, while also lessening outside wheel cavitation and resulting drag. They come in colors, fluorescents and metallics for personal tuning.

Roger Yates is introducing the **Professional**, a skateboard suspension system that absorbs small bumps and cracks, even manhole covers at speed. Word has it that a winner's time at L.A. was bettered after hours on the unit, and the safety aspects have already been recognized by the World Skateboard Association. This suspension unit features cold rolled steel, aircraft quality, case-hardened springs, and includes a one-year guarantee. It'll be available with three different spring tensions for varied terrain.

The new **Dick Brewer XK300** and **XK400** wheels are super wide and extra super wide respectively. Both are deeply dished out toward the hub for flexible adhesion without slowing mushiness. Brewer's guiding principles have always led towards optimum maneuverability at maximum speed.

PRO/AM SKATEBOARD RACING ASSOCIATION REPORT

We'd like to kick off our first column with a hearty congratulations to all the contestants at the Hang Ten/Bahne World Skateboard Championships. One of the more interesting aspects of the day was the "cross-country obstacle race," a new event created by the SRA, blending many of the specialized skills of skateboarding through the design of a rather difficult course which demanded speed, agility and balance, not to mention a great deal of endurance from the contestants. Next year's championship has already been OK'd by the sponsors, and may serve as the culmination of a "spring tour," which is on the drawing boards now. The plan for the "tour" is to take a major event on the road to Houston, Atlanta,



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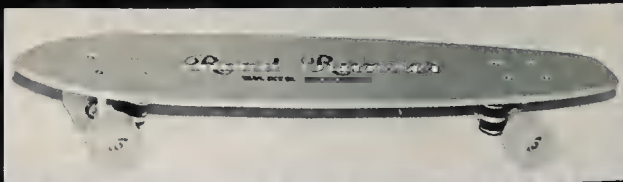
- ☐ Sure Grip
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WHEELS

- ☐ small Power Paw (standard)
- ☐ large (2" x 2") Power Paw, add \$6.00

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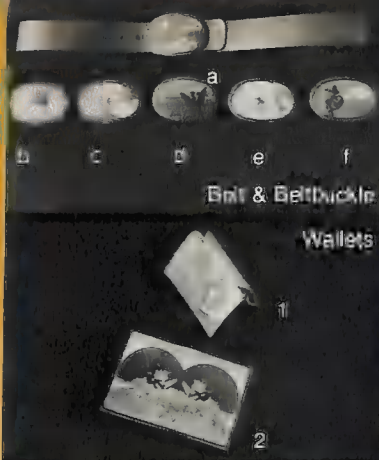
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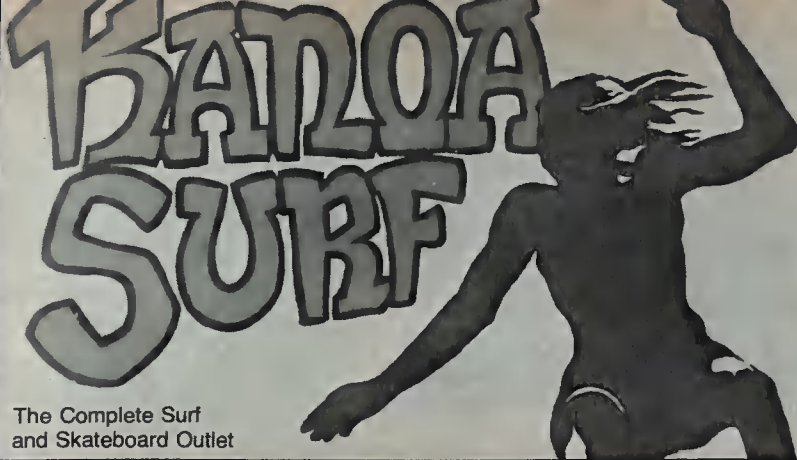


Belt & Buckle

Wallets



Road Rider W/



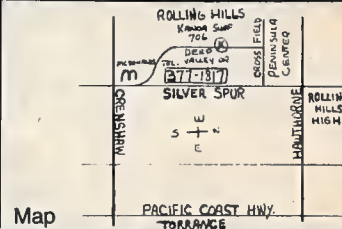
The Complete Surf
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O'Neill Wetsuits
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Bikinis, Custom, Summer Girl, Sandpebbles
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Skateboard center: Bahne, Hobie, Mojo, Grand Prix, Hang Ten, Sure Grip,
Chicago, Roller Sport, Cadillac, Meta-flex, Road Rider — Refer to mail



Map



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☐ Cadillac ☐ reg. \$2.00 ☐ wide \$3.00 ☐ Stoby (stoker) \$7.50
☐ Roller Sport ☐ race slick or large \$2.00 ☐ stoker \$7.50
☐ Meta-flex ☐ reg. \$2.00 ☐ wide \$3.00
☐ Road Rider (shown above in ad, best gripping) includes 8 precision encased bearings and adapter sleeves ☐ race slicks \$12.50
☐ Road Rider 4 (stoker size) \$19.95.

Refer below for the ordering of wheels alone.

1. Kanoa/Flex 24 layers of laminated fiberglass w/grip deck, high strength w/soft flex, finished edges, marble bottom, mounted with aircraft nuts and bolts, will hold 200lbs. \$29.95 ☐ chassis \$15.95 ☐ diamond tail (as shown) ☐ pintail ☐ 24" ☐ 27" ☐ 30" abstract ☐ red ☐ blue ☐ yellow
2. Kanoa/heat pressed fiberglass struded for quick responsive flex, durable will hold 180lbs. \$25.95 ☐ chassis \$10.95 ☐ 24" ☐ 27" ☐ orange ☐ blue ☐ yellow ☐ white
3. Kanoa/Aluminum kicktail available ☐ double kick ☐ w/no kick. All around fun board sprayed with a tough epoxy high gloss positive paint made of high strength aluminum \$32.95 ☐ chassis \$17.95 ☐ 24" ☐ 27" ☐ red ☐ yellow ☐ blue ☐ orange
4. Kanoa/Ash finely finished w/high gloss and routed edges for the casual skateboarder \$19.95 ☐ chassis ☐ \$6.95 ☐ 24" ☐ 27"
5. Mahogany/Kicktail w/high gloss protective coats w/1/4" raised runner on the bottom for truck placement and wheel spacing w/gradual kick \$27.95 ☐ chassis \$11.95 ☐ 24" ☐ 28" ☐ 32" available in Ash \$26.95 ☐ chassis \$10.95 ☐ 24" ☐ 26" ☐ 28" ☐ 32"
6. Laguna Gran Prix/high density polypropylene plastic w/a good flex and virtually indestructible especially for the recreational skateboarder w/grip deck \$21.95 ☐ chassis \$7.95 ☐ blue ☐ yellow ☐ black ☐ red ☐ purple GT/same as above or ☐ GX-Caliber w/slight kicktail ☐ blue ☐ red ☐ orange ☐ green ☐ yellow ☐ second choice

7. Mahogany/with tough grip deck finely finished edges and a high gloss coat for protection for the downhill \$23.95 ☐ chassis \$8.95 ☐ diamondtail (as shown) ☐ swallowtail ☐ 24" ☐ 27" ☐ 32"

8. Kanoa/Kick Flex laminated fiberglass w/finely finished edges w/soft flex and excellent strength for the demanding freestyler w/grip deck and high curve kick \$30.95 ☐ chassis \$16.95 ☐ 24" ☐ 27" abstract color ☐ blue ☐ red ☐ yellow

- ☐ Hot Dog high density rubber skateboard raised bottom pad in multi-abstract colors 24" x 6 1/2" \$29.95 ☐ chassis \$14.95

- ☐ Zephyr/EZ Ryder for the pro, low center of gravity w/a wide base heat molded for strength \$39.95 ☐ chassis \$24.95 ☐ blue ☐ yellow 27" x 63/4"

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- ☐ Bahne "the most popular skateboard" new 7" width \$32.95 ☐ chassis \$17.95 ☐ 24" ☐ 27" ☐ 30" ☐ orange ☐ blue ☐ yellow ☐ lime

- ☐ Hang Ten same as above (new Bahne) ☐ 24" ☐ 27" ☐ 30" designs ☐ surfer ☐ jaws

- ☐ Alumaflex by Sure Grip 24" anodized aluminum \$29.95 ☐ chassis \$19.95 ☐ blue ☐ gold ☐ silver ☐ red

- Two skateboard trucks w/4 wheels ☐ Sure Grip ☐ Chicago ☐ X-Caliber ☐ Bennett Hyjacker add \$4.95 to below cost ☐ Cadillac ☐ reg. \$14.95 ☐ race slick \$17.95 ☐ Stobey \$21.95 ☐ Roller Sport ☐ reg. \$14.50 ☐ race slick or large \$16.50 ☐ Stoker \$21.95 ☐ Meta/Flex ☐ reg. \$14.50 ☐ race slick \$17.50 ☐ Road Rider best performing, wear, grip includes 8 precision encased bearings and axle adapter sleeve ☐ race slick \$26.95 ☐ stoker size \$33.95.

- Wheels each ☐ Cadillac ☐ reg. \$2.00 ☐ wide \$2.25 ☐ Stobey \$3.50 ☐ Roller Sport ☐ reg. \$1.50 ☐ race slick or large \$1.95 ☐ Stoker \$3.50 ☐ Meta/Flex ☐ reg. \$1.50 ☐ race slick \$2.25 ☐ Road Rider includes 2 encased precision bearings and adapter axle sleeve ☐ race slick \$4.75 ☐ stoker size \$6.60

- One truck w/hardware and ballbearings and mount plate ☐ Sure Grip ☐ Chicago ☐ X-Caliber \$3.75 ☐ Bennett Hy-jacker \$6.00

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☐ X-Caliber/Super Surfer/B. Hyjacker \$2.95

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☐ bearings 2¢, indicate truck style

Skateboard mounting plates ☐ truck style \$1.25, axle

☐ style 80¢

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\$5.00 ☐ a. Santosha ☐ b. skier ☐ c. off the lip

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(not shown)

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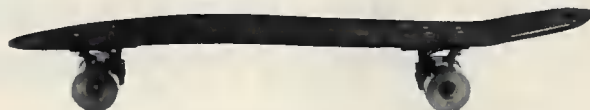
Erick Kaufman vertical pool sliding his Performer.

PERFORMER SKATEBOARDS

The capabilities of Performer Skateboards go beyond the conventional, and bring new excitement and challenge to land surfing. The CAMBER FLEX, COMBI FLEX, and WOODY are designed and tooled to precision. They open up an entirely new dimension to skateboarding possibilities through proven snow-ski technology.

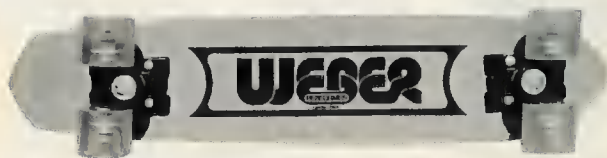
All Performer Skateboards come complete with the proven adjustable Hi-Just Truck or the highly polished Performer Truck. All of the Performers feature the excellent urethane Roller Sports wide racing slick or the Performer transparent red, green, or clear stoker wheels.

The Performers are designed with extra width throughout for maximum performance, and come with a non-skid Scotch tread deck. The Performers are built of the strongest laminated wood and unidirectional fiberglass material, enabling us to completely guarantee the finest skateboards in the world.



The 29" CAMBER FLEX represents the ultimate in skateboarding, using the principle of snow ski camber for proper weight distribution. Stand on the Camber; it flexes down only to a level or straight position, which applies more body weight to the front and rear wheels for super traction. The flex in the Camber has an unbelievable snap back memory for weighting and unweighting through turns.

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The 27" COMBI FLEX is a combination "slalom-hotdog" board. The Combi is constructed of high-strength fiberglass, and comes in brilliant orange, yellow, or blue colors.



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- ☐ Rounded Pin Tail 27"—29"
- ☐ Slalom Board, and any other board, complete with stokers \$34.95
- ☐ Stokers \$3.75/wheel
- ☐ Wide Wheels \$1.00/pr.
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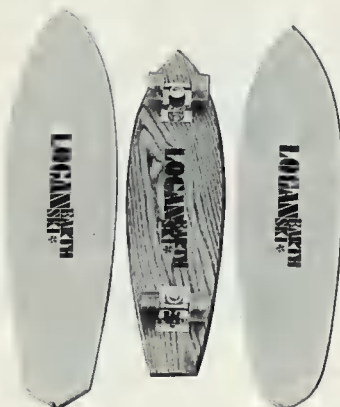
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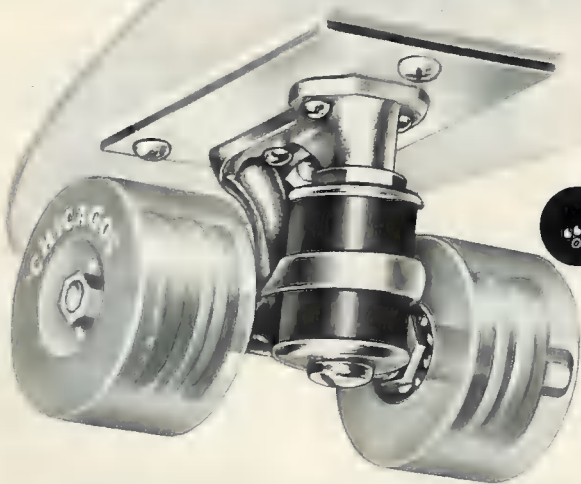
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Miami, New York and Chicago, with these competitions (being open to competitors from those areas) serving as regional qualifying events for the championships back in Los Angeles next September. Thinking, at present, is that this projected tour is economically feasible and that the sport can well use such a standardized national competition program.

As skateboarding is tracking the globe, the SRA is also expanding . . . an Australian arm of SRA is now on the go, with (Windansea Surf Club organizer) Thor Svenson conducting a series of events being sponsored by the Australian division of Coca Cola. While in Japan . . . the SRA is coming together with first competitions slated for mid-November. Plans are being made for the champions of these countries to compete in the "World's," in '76, making it a truly multinational event.

Our SRA offices have been flooded with calls and letters from various schools, groups and service organizations requesting information on creating their own competitive events and skating safety and instructional clinics. We are currently putting together a standardized information package that will aid these groups in holding such sanctioned SRA events.

Also in the planning stage at present is an SRA endorsement program aimed at creating a seal which would be applied to all skateboarding products which have passed a safety standards inspection. As our sport grows, and more and more skateboard gear enters the market, as could be expected, some manufacturers are putting out substandard equipment. We think it's time to point out those who put out the effort to create the safest and highest quality equipment.

We'd like to officially welcome Jack Diamond to the SRA staff. Jack is our new competition director, and many of you will have the chance to meet and work with him in upcoming events.

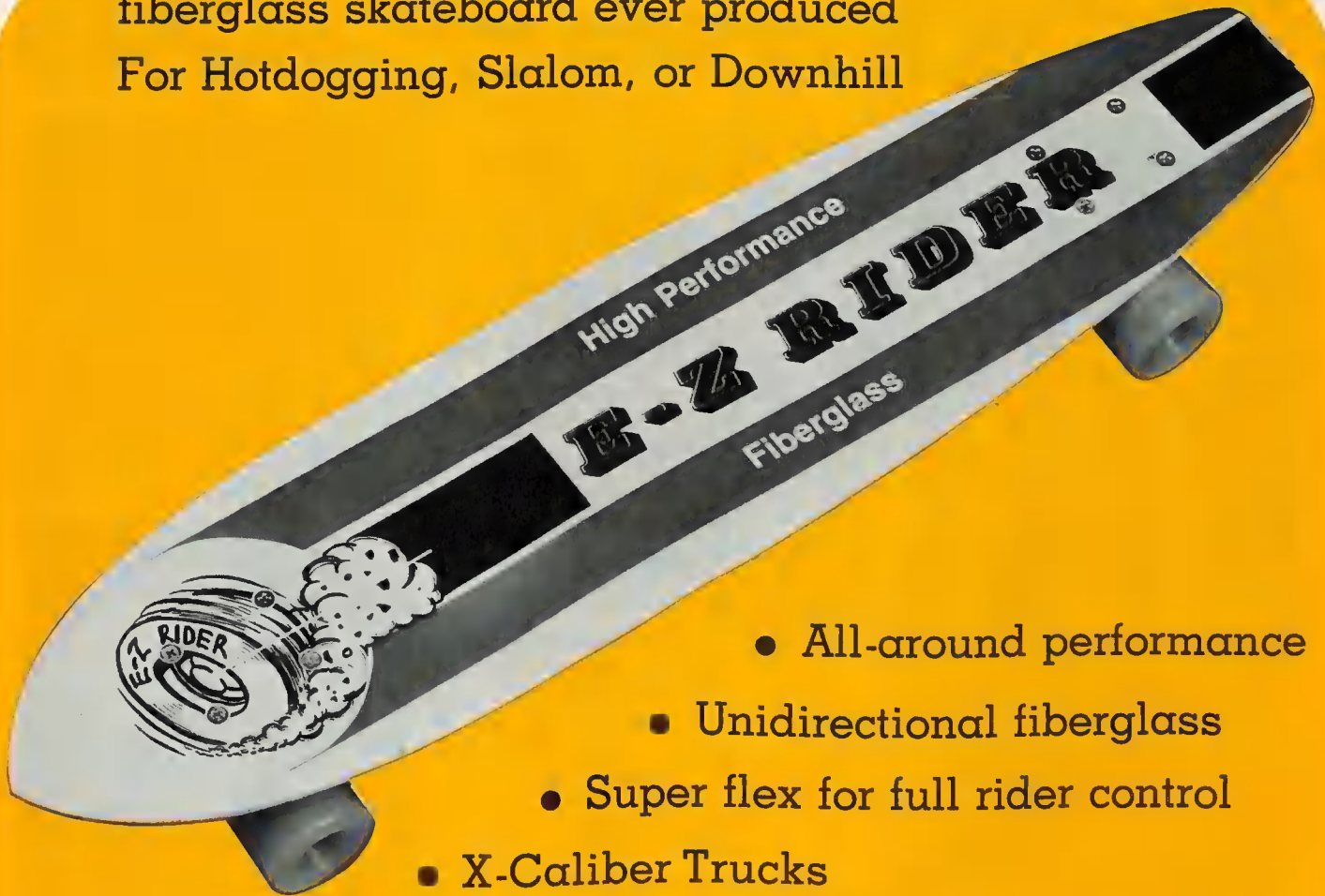
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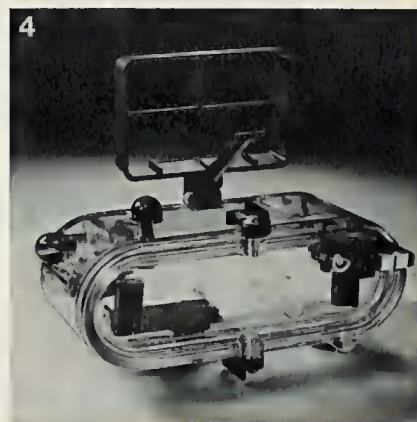
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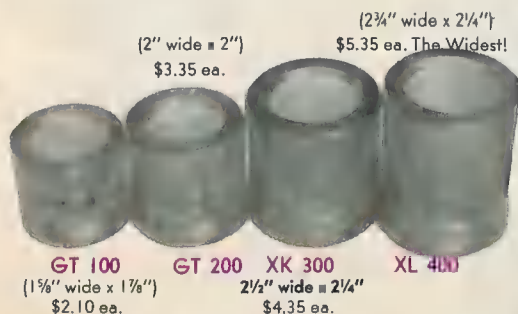


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On August 20th, I attended the Hang Ten Pro/Am Skateboard competition co-sponsored by Bahne Skateboards at the Los Angeles Sports Arena. This competition was the primo event of the year in skateboarding. All of the skateboarding greats were there: Russ Howell, Skitch Hitchcock, Denis Shufeldt, the Logan's, to name just a few.

This was it — the competition that all of the teams were shooting for. Contestants and teams alike came from manufacturers and group-sponsored teams from all over Southern California, and a few teams from foreign countries. These teams represented the best in the world.



To go along with the competition and excitement, there was an exposition of new skateboard equipment: helmets, gloves, skateboards, trucks and wheels. I was interested in the safety equipment section. Most of the equipment that I looked at was inadequate, and afforded only a small margin of safety for the skateboard rider. My initial evaluation was based on four criteria: comfort, design, function, and impact-cushioning effect.

I examined two of the impact jackets that were on display. Both felt comfortable, and were made out of a polyester/cotton blend of expandable knit, allowing the garment to fit well. I didn't find that comfort was a problem, initially, but after only three runs, I became uncomfortably warm. Make sure

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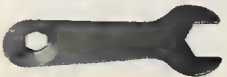
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Be sure to add \$2.00 to help cover postage and handling.

that the jacket is well ventilated if you are planning to buy one. The temperature function should also be taken into consideration when purchasing a helmet.

The basic design of both jackets needed improvement. The areas of the jacket that were padded had seams sewn across critical areas of impact that should be better protected (seams in garment running across the top of the shoulder). In both cases, the cushioning pads would not absorb impact well, as they compressed too easily. At best, the pads would only give temporary relief from abrasions and "road rashes," but no impact protection.

Both garments functioned well for the limited protection that they offered. Upon impact, the pads stayed in place, and the jacket afforded good freedom of movement; however, I would not feel confident wearing this gear executing a downhill going 40 m.p.h. plus.

The last area in which I critiqued the protective clothing was for impact cushioning effect. Both jackets fell short in this area. I'll bet that the designers of both jackets had never ridden skateboards. The pads did very little to cushion impact. The material that was used for pads was thin and soft. It offered little protection in a fall.

In summary, if you are thinking about either making or buying an impact jacket for your own use, make sure of the following points of quality before you purchase: 1) check to make sure that the jacket or helmet fits well without being too tight, thus restricting freedom of movement, and that proper body heat ventilation has been provided; 2) see that the design is adequate to protect those critical parts of the body where bones protrude (elbows), and that the body padding is placed properly; 3) check the function of pads, fastening apparatus, resiliency of material to abrasion, and seam strength; 4) be sure that the pads are built so that they will take impact without digging into you, changing shape, or traveling in the jacket.

Safety in skateboarding is what we need to make the sport grow. The future of skateboarding lies in safety consciousness.

—Jeff Campbell

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SKATEBOARDER INTERVIEW

CHRIS YANDELL

ON TOP OF DOWNHILL SLALOM

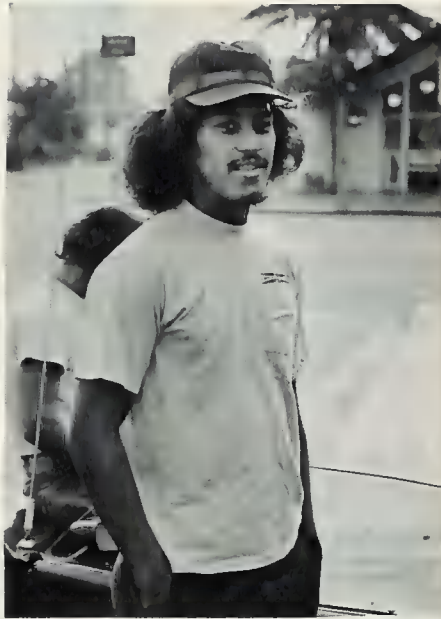
by Brian Gillogly

It makes me sick sometimes. People come up and ask me if I'm Chris Yandell, the skateboarder. I tell them, no, I'm his twin brother!"

Chris Yandell really doesn't like all the notoriety he's received lately as a top-ranked downhill slalom competitor. But at the rate he's going — 1st place at Kate Sessions, Del Mar, and the San Diego-World Contest; 2nd place at Orange County — it's just something he'll have to live with.

In a recent interview with SKATEBOARDER at his home in Pacific Beach, Chris revealed his very youthful, almost naive enthusiasm for life, something which usually begins to wear through by age 20. This is not to say that Chris doesn't have a serious side. He is presently a French major at San Diego State and manages the skateboard end of the PB Surf Shop after school. What's more, prior to taping this interview, Chris openly discussed his desire to see his skateboarding talent pay off soon — not in fanfare, but in dollars. (Chris recently was offered \$100 a week to ride for another major skateboard manufacturer. He had to turn it down: "I couldn't win on one of their boards.")

It should also be noted that Chris is an accomplished and stylish free-form rider, with the newest addition to his repertoire being a standing-to-squatting nose wheelie. It's just part of his psyche to take things one step further; or, maybe, a little bit faster. As Gary Keating told me the morning of the San Diego-World Contest: "The difference is that Chris does it with control." It's this aspect, his ability to temper his seemingly limitless enthusiasm with a critical eye for technique and form, that has made Chris Yandell "the man to beat" in the downhill slalom, not to mention an interesting subject for an interview.



The "Wild Samoan," Chris Yandell.



Lest they be forgotten.

"I try to approach it midway, not going off on the extreme and losing sight of the whole."

Pacific Beach is a pretty heavy skateboarding area, isn't it?

Yeah. Tourmaline Hill is just down the street. It's a really steep hill. In fact, there's a saying around here: "If you can't skateboard Tourmaline, you can't skateboard!" So a lot of the kids around here are into that type of trip on the hill. *Is that where your style evolved?*

Yeah, on the hill. I guess I've been riding Tourmaline longer than anyone else. I like to ride it "grand

prix" — that's what Torger Johnson and friends call downhill free form. I like to do the most I can, whatever feels good. Yesterday we even played tag games for a while. I especially like full extension power slides, body extended out, but under control.

Does your free-form riding help your slalom?

No, I think it's the other way around: my slalom helps my free form. This is especially true for contests where I want my performance to be a continuous thing. All my previous performances have been broken up, choppy. The slalom is a continuous thing, and the freestyle should be similar. Like Russ Howell, he flows through his routine.

How did you get into slalom racing?

Kate Sessions Park — that was my first contest. It was in August of last year.

In some of the pictures I've seen of you, you've been riding parallel stance. Do you ever ride that way in competition?

That's just for fooling around. I usually ride one foot in back of the other — surfing style. But since I did ride parallel occasionally, they took pictures, maybe thinking it would help open the sport to skiers. . . . If I could attach my feet to the board, that would be much better for ski-type weighting and unweighting. It would also be an easy way to get hurt.

Still, do you think skiing has affected your skateboarding?

Well, I never got into skiing that much to really get prolific at it. I only skied for four seasons, mostly icy snow, when I was living back in Michigan a few years ago. *Would you elaborate on your slalom technique?*

Most of my weight is right in the center of the board, one foot behind the other.

Arm placement is also critical. It

The Samoan Squat.





Although considered the best slalom racer in the world, it should be pointed out that Chris approaches all realms of the skateboarding experience with the same energy, consistency and concentration that has been his success to date, becoming increasingly effective all around.

takes a lot of practice to have your arms in the right place. A lot of people have their arms out of whack and wonder what's wrong with their balance. When I'm going down the course, I like to have my arms in front of me, slightly forward to lead me.

Sometimes it's good to pump the arms too. But I'm not much into using my arms; I'd rather work from my hips with my torso upright. *So you generally don't use your arms for thrust.*

I used to, but I felt shakier. Now I have more control. *Do you ride a different board for slalom and freestyle?*

Right now I'm trying to keep the same board. Like the Logans do it, though they alter their boards a bit. I used to like a wood board for jumping, but now I can jump off my Fibreflex. A spring board helps me get over (the jump) and cushions my landing.

What are the most important characteristics of your board?

It's got a working flex. Most flex boards just flex — the flex isn't adjusted to make it work for you in weighting and unweighting. *Who worked out the flex on your board?*

Mike Gordon. I've ridden one for almost a year now, and he's had eight or nine board-flex variations. It's a snappy flex, as opposed to other boards which just sag when you step on them.

How much flex does your board have?

About an inch, maybe more.

At the San Diego-World Contest, it looked like you were pushing, pumping hard all the way down, whereas, most of the other competitors pumped much softer toward the bottom . . .

They were either getting tired, getting close to spinning out, or the line they were trying to pick out was getting really inconsistent and they were trying to straighten it out.

But is it a true statement that you were pushing hard all the way down, through all 35 cones?

Yeah. I just try to be consistent all the way down and make all my lines clean. Ya know, identical. *So working the straight cones is really just a methodological thing.*

It's a method, a movement, and the sooner (closer to the top) you get into it, the better . . . There's only one way to do that course that will be the fastest, and when you hit that first gate, you should already have that line picked out. If the center of your trucks stays on that line, you'll be the fastest.

It seems that with your pumping style you draw a slightly wider line than most other top competitors. Does that have something to do with your trucks, as well as the flex of your board?

You have more traction with these trucks. There's about 4½" between the wheels, which means you can pump harder with more wheel on the ground. I've got Dan Trailer on them now, and I'm trying to convince some other people.

How big a factor is the wide truck?

Well, according to the times, it

didn't show that much. I went about the same speed as usual. The only difference is that I was more stable, a lot safer. So I'll stay with the safer truck.

But you have to consider that it takes a certain kind of technique to use this type of truck well, and some people can't get into it. The other problem, aside from having the wheels out far enough to step on them, is that these trucks wouldn't work as well for someone much smaller than me. Actually, the wheel base of the truck should vary according to the size and weight of the person. *What type of wheels are you currently using?*

We sell them all at the shop, so we can stay on top of it. As I see it, the best wheels are the Road Riders with the sealed bearings — sealed bearings are happening! *Do they run faster?*

I don't know. I haven't been on this specific type of wheel in the stoker size long enough. I can't say it goes faster — I know it goes fast, though. Like, we were racing yesterday up in La Costa, and I was going fast under control, not too many slideouts. I got going fast enough to make me wonder, "If I were to slide out, could I handle it?" That doesn't happen very often.

How do you handle a fall like that?

Usually when I'm going to wipe out at a high speed, the board will buck me off, and I'll be in a position where I can just jump away from the board and run it down.

How did you learn to fall and roll properly?

Well, you could read all the books about falling, but the best way to learn is to fall. You have to take a lot of falls before you learn how to fall right.

The problem with most people is that when they stick out their arms to break a fall, they leave them there and slide on their palms. The best thing to do if you fall forward is just take the impact and pop it; break the fall and then walk it down with your feet and hands . . . As for falling to the side, you shouldn't be in a position where you have to do that. You should either be able to fall forward or run it down.
What about rolling a fall?

I roll a lot, depending on what the fall is. It just came through experience. I don't know if it's all that good, but I haven't broken any elbows, fingers, or arms yet — a lot of road rash, that's for sure!

What about your feet? I remember seeing a picture in SKATEBOARDER . . .

That picture was really gross. That happened when I was going really fast and my trucks were loose. I took a bad wipe out, and the picture was taken about a week after the crash.

I like to wear shoes when I'm going to be out for a long time: more than 15 or 20 minutes
What about for races?

On the Bahne Ramp I don't mind going barefooted, because if I wipe out there, I'm only falling on wood.

So you just wear shoes in case of accidents.

Yeah, and for pedaling. I push with both feet because it seems to increase my sense of balance. Anyway, I'd rather lose rubber from my shoes than skin off my feet. You also need protection from glass and all the other debris on the road.

Do you find your sensitivity much greater without shoes?

Sure, it's like not wearing booties when you're surfing . . . Greg Weaver, he's always barefoot, and his style, he's right in there.



Despite seldom practicing high jumps, Chris has become a rather amazing performer, especially considering that he can do it all on a flex board.

Is that sensitivity very important in slalom racing?

Not really . . . It might make a slight difference, but probably not enough to win or lose by. *How do you generally prepare for a race? Do you make any adjustments to your equipment for the different courses?*

I try not to make adjustments, because if I have to readjust my equipment, I'll have to make a body adjustment too . . . Usually the cones are a similar distance apart and my board is directional (sensitive) enough that it naturally has enough tension to go straight but will still turn sharp. The only tuning I'll make is in replacing burnt out rubbers.

How do you prepare yourself physically and mentally?

My cousin turned me on to an ancient Greek form of body conditioning. It helps me get my body relaxed and my muscles in the right place, avoiding pinched nerves and making my muscles more receptive for good balance. *Is this both a mental and physical form of conditioning?*

Well, you have to concentrate on what you're doing — that's the most basic part of it. I'm sure Lopez, when he gets in that tube, is concentrating fully.

How do you get up for a run?

It's hard. Like, when I played football it was easy — we'd smack each other before the game . . . I guess I try to think the least of it and the most of it at the same time. I try to approach it midway, not going off on the extreme and losing sight of the whole.

Do you get nervous before a run?

I get butterflies, but not really nervous. It's nothing — the lull before the storm!

What kind of slalom do you prefer?

Starting off with surfaces, I prefer new white cement over the cleanest asphalt. The Bahne Ramp is nice too . . . short and sweet! You have to get on it right away, think it through.

How far ahead are you looking?

First, I tell myself I'm going to get through the course. Then, I sight down my first obstacles, maybe the first three or four cones. I've read in ski magazines where guys sight five to seven gates ahead as they're coming down . . . going one at a time, like some people I know do, is really slow.

Yeah. Your mind can think on more than one level at a time, and it's just a matter of letting it come out spontaneously.

Sure. You have to concentrate and block everything else out.

Do you find staggered and offset

cones much more difficult than a straight setup?

I like a staggered then straight then staggered setup — like the Bahne Ramp. It's more fun, not all work like the San Diego Contest (a 250-foot straight course). It takes more skill too, changing trains of thought as you go down.

Do you ever practice with cones?

Sometimes . . . but it's not really necessary. You can go down any hill, any speed and just run off the squiggles. That's how Dan Trailer picked it up really fast . . .

If you fall when your pulling off those squiggles, your body must be in the wrong position, or your mind. And if your mind isn't there, you shouldn't be doing it.

You mentioned earlier that you hoped to make some money from competition.

I'd like to. But even at what I'm making now from working with the sport, it's definitely worth it: it keeps me fit, keeps my mind quick . . .

Is there something about the speed aspect of it that you really appreciate?

Actually, it's just the idea of putting out the maximum effort and having control.

Then it could apply to any endeavor.

Yeah. It's a good philosophical principle for doing anything. 🐼



The master of the rhythmic pump and snap, Yandell excels in creating speed in situations where none is seemingly available.



Potentially a top freestyler in the not too distant future.

FEAR OF FLYING



*Paul Constantineau.
Photos by Stecyk III.*

by Carlos Izan

In the final analysis, truth always evolves from the state of total madness. Everyone has their own spatial orientation which is basically a combination of awareness, balance and experience. A large order of co-related spatial orientations results in a like system called a dimension (hence, two-dimensional, three-dimensional, fourth-dimensional). For each dimension, there exists objects, persons, and concepts, all with similar spatial orientations. For example, American technology produced a generation of mutants who relate only to the two-dimensional (flat) world, due to prolonged exposure to television. These persons only relate to photographic representations, feeling the medium to be the absolute truth, it being impossible for them to perceive the difficulties and non-structured events of everyday 3-D life as being more real than the

flat, static photograph. Aspects of this phobia are the terms photographic proof, seeing is believing, a picture's worth a thousand words, visual verification, picture perfect, pictorial splendor, etc.

It's been prophesied that the fourth dimension exists at a 90° angle to all known planes and angles simultaneously. Surfing is a three-dimensional experience (especially tube riding). Skateboarding on banks closely parallels surfing, so it must also be 3-D based (after all, the ultimate outcome of a curvilinear plane (a bank) is a cylinder). But what of the 4-D phase?

The fourth-dimensional experience involves weightlessness, relative speed, relative velocity and time sequences. Since the fourth exists simultaneously to our own third dimension, it is logical that certain 3-D occurrences must be closer to the fourth in nature than others. In other words — here is the other side of there.



Sequentially speaking: aero-kinetic aspects of Nathan Pratt's multidirectional spatial orientation. Falling on the verge of flying entails constant weighting and unweighting. Also shown: further angles and altitudes of Pratt's airborne vistas.



*Craig Freebarin going through basic ski
aerials, using the land ski as a medium.*





"The high-speed situation creates weightless sensations, somewhere near the top end (highest speed point) of a run." — C.R. Stecyk.

Speed is essentially undirected energy, while velocity is speed with direction; i.e. force. At higher speeds, the effect of the gravitrons (the basic cohesive element of gravity) is sufficiently modified structurally to create "high-speed sensations."

"The space helmets were a treat to fly in. I did encounter a few terror-stricken moments on practice runs between 170 and 177 KPH. Crosswinds displaced

SPEED, A STRANGE AND TRAGIC MAGIC

Nathan Pratt.



C. R. Stecyk III at speed. Photo: Bolster.

me a few feet to the side when entering the flying part of the KL. The helmets were designed for direct air-speed dynamics, not crosswinds. At 180 KPH, you're flying, and you feel your whole body projecting itself through the atmosphere. At this point, the helmet creates a suction that follows the arch of your back — a speed pocket. Entering the speed pocket felt like shifting into sixth gear — eagle power." — Tom Simmons, Universe Ski Team

According to Indian legend, the cosmic truths are etched upon the canopy of the eastern sky, where only the "swiftest of the swift" may see them, and once the fleet fliers have glimpsed them, a new destiny will guide their travels.

"While skating at the beginning of each run, I'd say to myself, 'this is it,' then down, down, down. Yet higher, higher, higher. Riding the substance of dreams, a magic carpet of air, into which our will power was sensuously intertwined. It was this air carpet about four to six inches in depth that we found at speeds over 100 m.p.h. We left the snow and actually flew . . ." — Stephen

McKinney, Universe Ski Team, World Speed Record Holder

Speed, concentration and commitment leading to new horizons of sensory and spiritual awareness.

"By making the runs at night, you depend solely upon your technique, balance and timing. You are running blind without a sight line or any sort of visual orientation. The whole experience becomes really immediate . . . push-pull, weight-unweight, flex-reflex . . . and you really begin to come onto the speed rush." — C. R. Stecyk

Pushing the old boundaries establishes the new "limits." In actuality, the only limiting factor is that of your imagination. You can go as far as you want to take it, or perhaps more aptly as far as it takes you. After you leave the realm of traditional preconceptions, you enter the area of endless freedom. There exists no right or wrong, rules are unheard of, and the course is uncharted.

"The new territories are at once alien and enchanting" — D. Bearer

"The further you go, the more

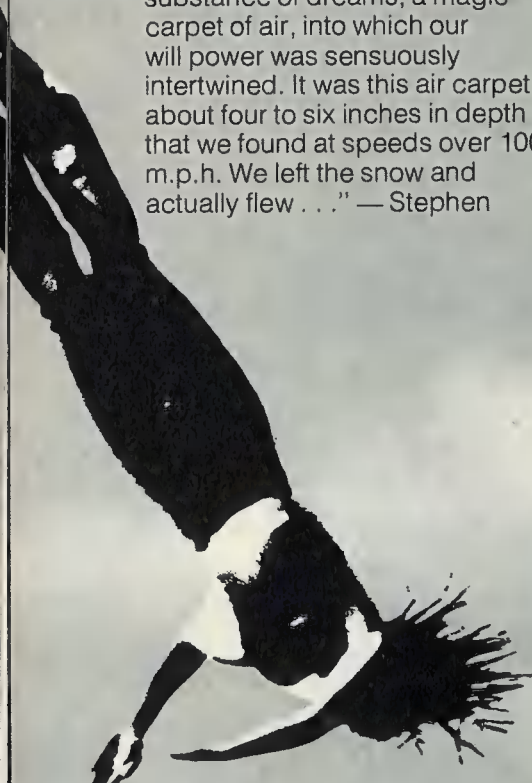
you know." — Nathan Pratt

Since the new direction has no directions, this is an opportune place to recall that speed is basically undirected energy. New approaches call for new mediums. Concrete topographies severely hamper the spontaneity of a given movement because the ground contours guide the flow. What is needed is a multidirectional framework to improvise upon. Air offers the consummate neutral medium — it's totally unrestricting, has a low frictional coefficient, and is free for the taking. Gravity and centrifugal force are the new dynamics for aerial attacks.

"Why put your feet on the ground when you can balance against the sky?" — Nathan Pratt

"If man were meant to fly, he'd be born with wings." — Adage of the Middle Ages

Man can fly if he's got the desire. Hang gliding, free diving, surfing, skiing, sailing, ballooning are all aerial oriented. How much you can fly depends upon how much you are willing to cut off that umbilical cord to the ground. The fear of flying resides deep in all our souls; the only way around it is to jump.



Jeff Ho in the inverted phase of a land ski moebius flip.



Nathan Pratt, frontside back flip. His head is tucked forward to avoid loss of balance due to a sudden blood flood to the brain.



*Jeff Ho executes a high-hand aerial split.
The Zephyr land ski employs quick
release bindings which are very much a necessity.*



*Jeff sharing potentials with freestyle masters Wayne Wong, John Clendenin and
Darryl Furgess.*

A short conversation probing the possibilities of the Zephyr Land Ski.

*How long have you been
working in this direction?*

Well, the first time I ever mounted skates on snow skis with bindings was in 1966, but I really never got involved with what we're dealing with now until eighteen months ago when I began playing around with different composition wheels and modified mounts.

*What are the functions and
design differences of the land skis
you are currently testing?*

We are testing three basic styles: freestyle, slalom and downhill skis; the freestyle being the shortest with the most flex, the slalom being a medium length and flex, and the downhill being the longest with the least flex. The wheel bases and binding placements all vary according to the weight of the skier, his ability, the course to be transversed, and other variables. The bindings are canted to the skier's preference. As for wheel composition and shape, there are

modifications made for each category of ski. For instance, a freestyle wheel needs a profile that allows quick directional changes and a composition that grips well, while a downhill wheel needs a true-tracking profile and a freer rolling hard composition for high speed. We are also employing a specially designed mount with a virtually unlimited pivotal axis that allows for easier turning and truer edge control.

Is your system compatible with basic ski equipment (poles, boots, etc.)?

Yeah, you can use your regular poles — ice tips on asphalt really gives you bite. The poles allow for precise edge control and super leverage directional changes. As for the boots, we have found that a highly flexible, free-hinging boot with plenty of ankle support is needed to absorb jolts and excess body movement.

What sort of future do you envision for the land ski?

It would allow people of all ability levels to ski year round, anywhere. Why spend money to go to the snow when you can ski at home, say someplace like Tulsa, Oklahoma. I can see how synthetic ski parks could be built, with mountain-like terrains that would be land skied with complete safety. Concrete is not a forgiving surface; there are all sorts of different coating materials that would allow for speed, control and feel, while still being safe to fall upon. As an example, hard rubber might be a

good running surface, but would require a more rigid, less binding wheel. A precision machined aluminum alloy wheel might be a possibility.

What sort of maneuvers have you been doing with the land ski?

Right now we are in the infancy of the land ski movement. People are just getting beyond the basics and into some new areas. We have already been through the basic aeriels; i.e., crossovers, endovers, 360's, mule kicks, splits, flips, etc., and basically it's just a matter of going as high as you feel you can land safely. In slalom, full-on, edged-out, laid-out turns make for extremely fast courses with close sequential gates. It seems that conventional slalom single skates rely on the kinetic energy on the hill, while the land skis gain energy from the body movements and the flexing actions of the skis, as well as from the hill. In short, the skis allow you to work them for more speed with more control. The downhill speed potential is beyond sight. Craig Freebarin was clocked at 59 m.p.h., and was nowhere near the max in terms of maneuverability and control. Keep in mind that the world ski speed record is 117 m.p.h. (average). We are not sophisticated enough currently to push to the limits. As a sidelight, we tested the land skis on the synthetic ski deck apparatus at the World Freestyle Training Center, and the land skis were twice as fast as a regular

snow ski.

Have you gotten much feedback from skiers?

Yes, I showed the land skis to some different people at the Pro Freestyle Competitors Conference this summer, and some of them really got off on them. Wayne Inouye, Darryl Furgess, and I did some aerial jumps, while individuals like John Clendenin, Wayne Wong, Suzy Chafee, Penelope Street and Bill O'Leary stood around and flashed.

What sort of things are you getting into now?

I've been designing some special lightweight ski/skate clothes with built in padding, and a new kind of counterbalanced racing helmet. Also, I am building a new type of quick release racing bindings with Mike Ward of Westridge Mountaineering. Been talking with Dick Graham of Sports Promotions, Inc., about setting up a head-on-head slalom course with identical runs. In such a land-ski slalom situation with moguls, bumps, dips and jumps, the competition would be based upon individual skill rather than on course conditions, as it is in snow skiing. I also helped the International Pro-Am Skateboard Racing Association draft some new rules for future competitors.

Have any other random thoughts?

Nothing much, just realize the consequences of what you are doing beforehand, and you'll be able to go as far as you want to go.



Ho, counterbalancing skis with arms, boots with head. The goal is to float, but if you hold it too long, you land in a heap.



With rubber slaps sufficing for gloves, young Derek Ho casually swings his accumulated momentum back down off the wall at "Wallos" in Hawaii. Derek's older brother, Michael, is one of Hawaii's finest young surfers. Photo: Gary Terrell.

FOCUS



Two perspectives of Hawaii's famous Uluwatu show why the steep walls often call for two hands instead of one. As skateboarding continues its rapid expansion around the world, new skate spots are constantly besieged by the true "urban guerillas" to replace those reclaimed by our fun-loving local and city governments. Photos by Jeff Divine.



Mason Hirakawa utilizing panic pads as spoiler fairings. Greater speed and protection at no extra cost. Photo: Gary Terrell.





Denis Shufeldt . . . a fleeting glimpse of the fastest skateboarder alive Photo: Warren Bolster.



Brad Logan arches thru the back end of a 180° change in direction at "The Reservoir."





Two perspectives of the magnificent La Jolla Pipeline, with Steve Cathey rolling free.





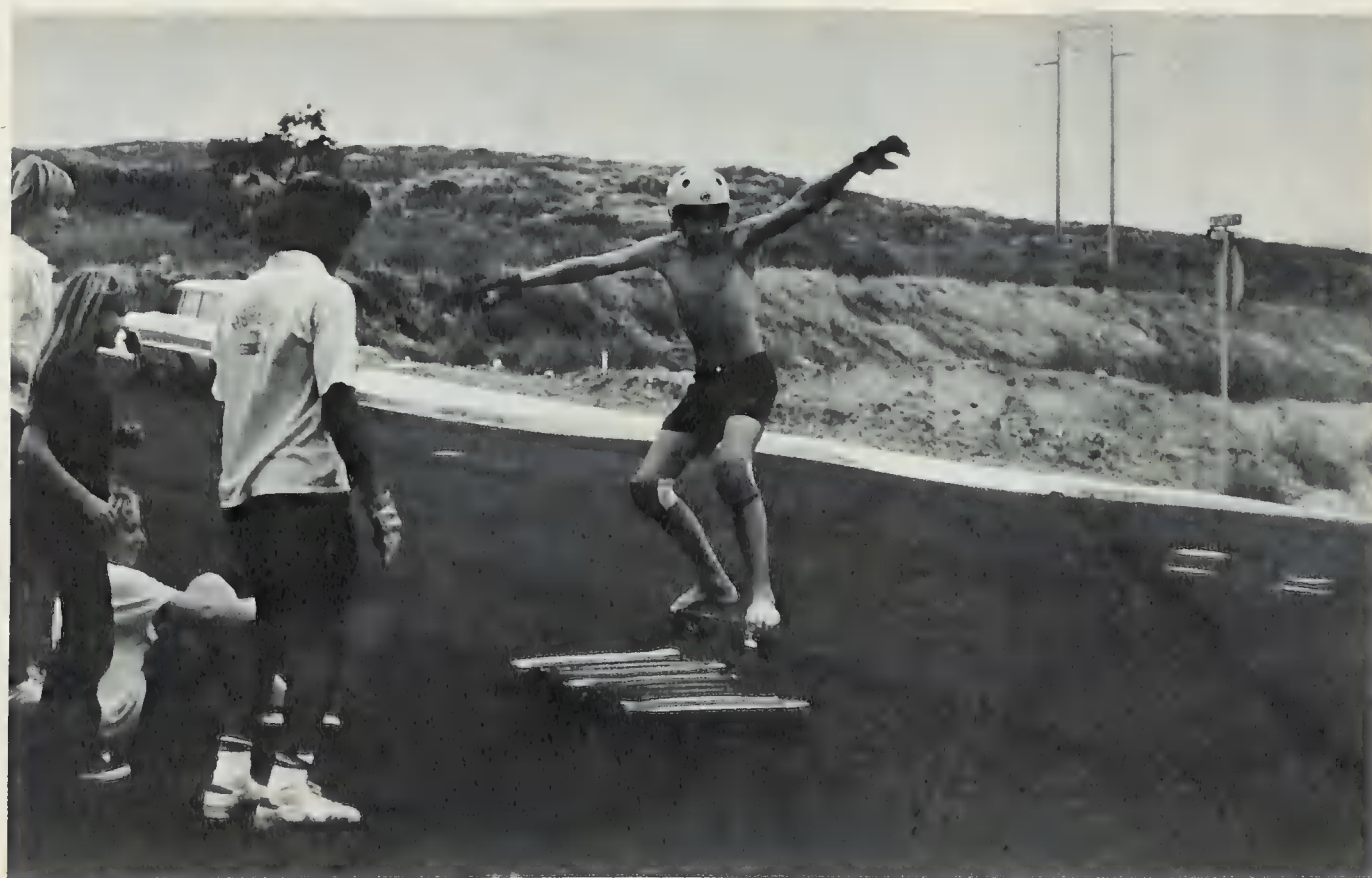
Hot traveling Brazilian, "Rico" Souza, shown carving along the Durban (South Africa) bicycle track. Check the potentially hot curve in the background. Photographer Art Brewer caught the international flavor.



As is true with a lot of surfer-skaters, Greg Weaver surfs just like he skates, or is it the other way around?



Tim Hatch in an airborne barrel jump. Photographer Tony Freeman captured the unstable apogee. We hope he made it.



Steve Cathey, gorilla-gripping his unidirectional banana.



*In what looks like the finest bowl photographed to date, a solitary skater thwarts the ever-present gravitational pull.
Photo by Dan Devine.*



With word of the "pool duel" spreading far and wide, photographer Dan Devine recorded a ten-speed challenger somewhere in the Santa Cruz vicinity.



*Of course not all pools can be the epitome of cleanliness, as Dan Devine is about to find out in a skater's nightmare come true.
Photo: Steve West.*



Two unusual perspectives of downhill flight.

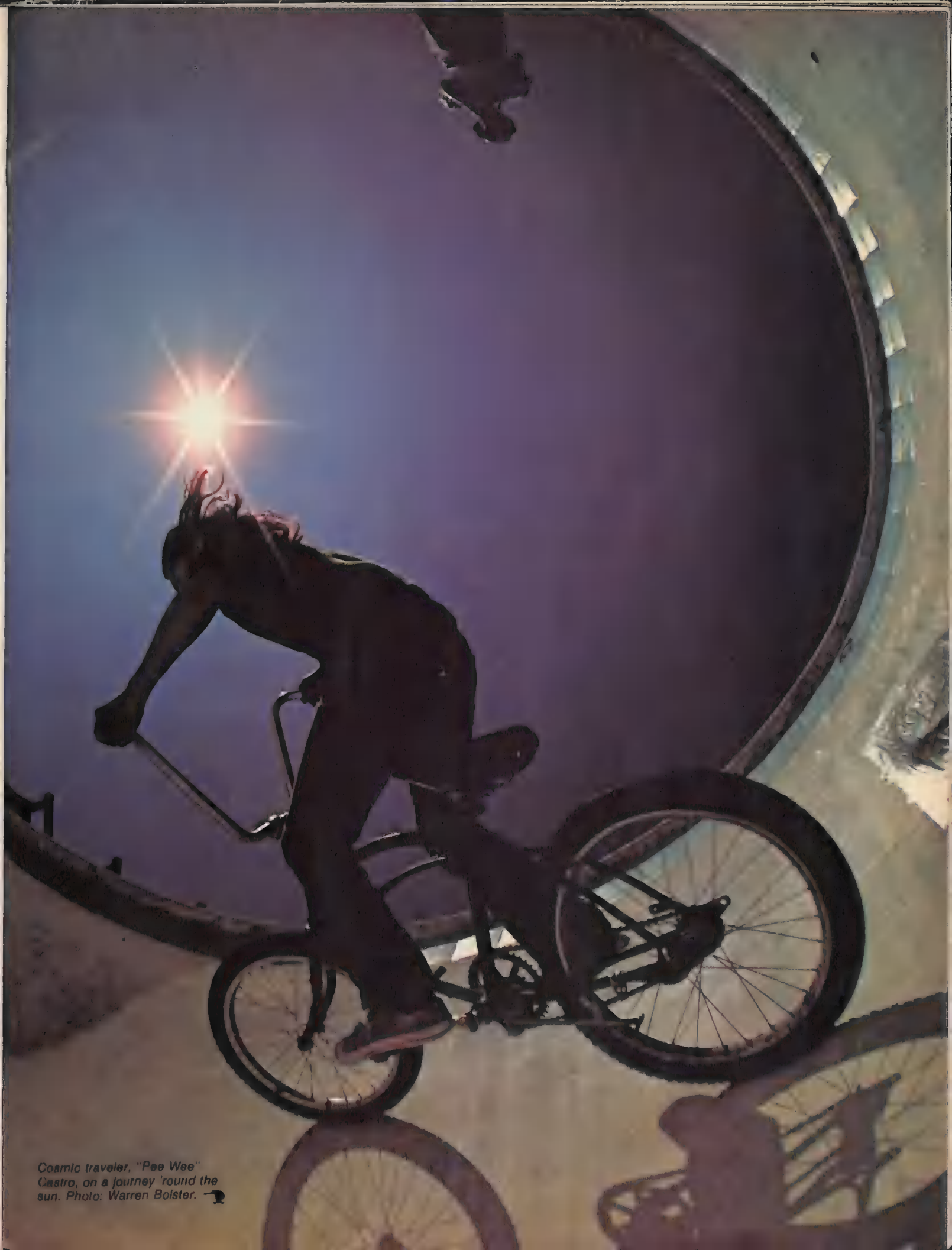




Another two-wheel assault on height by the unbelievable Randy Davila, while Bud Browne records the whole ride from above. Photos: Warren Bolster.



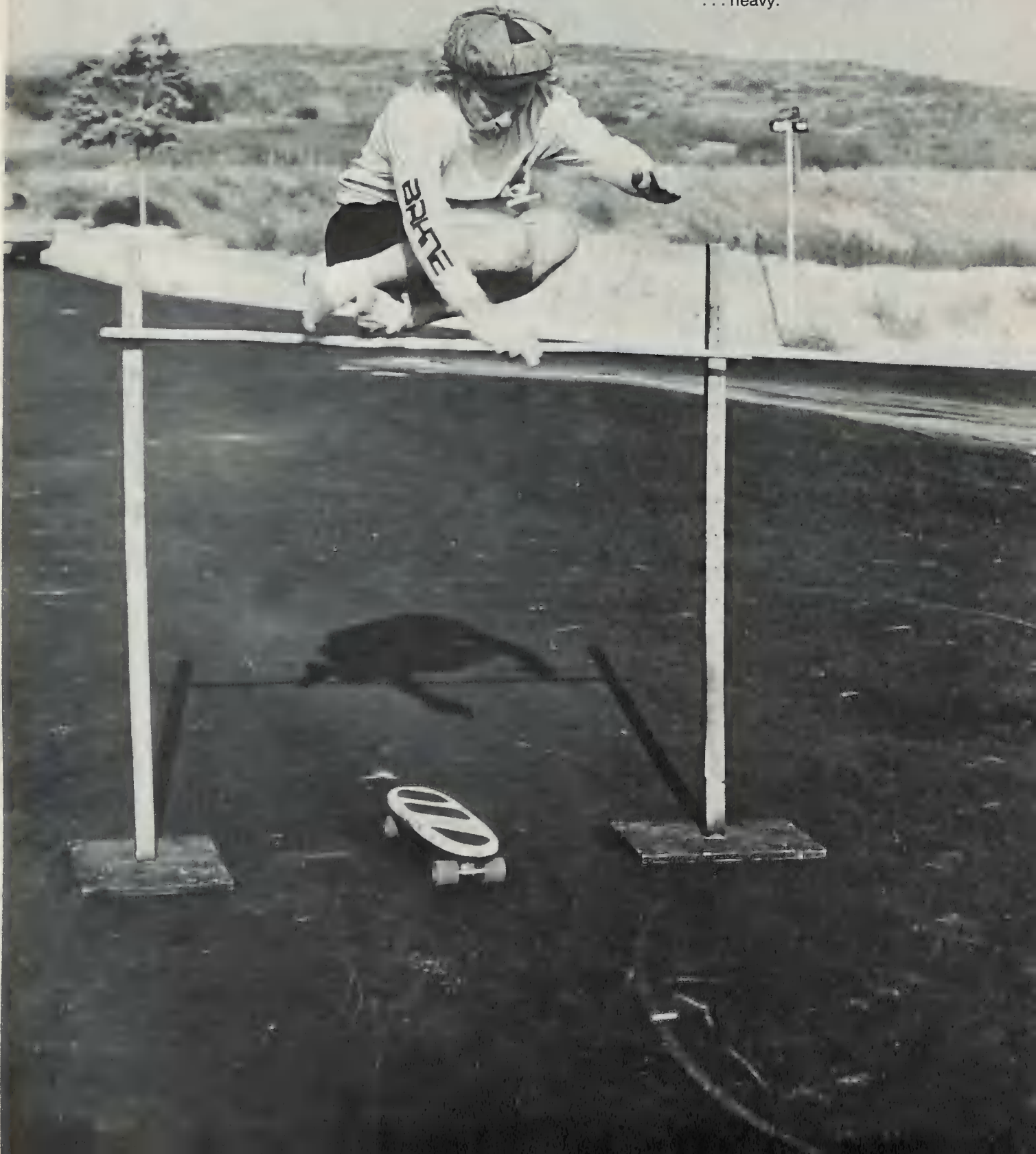
An overview of the pool before the change in ownership. It was a wondrous pleasure palace while it lasted.



Coasmic traveler, "Pee Wee"
Castro, on a journey 'round the
sun. Photo: Warren Bolster. 🐉

Another Look at **TRICKS**

Exhibiting amazing latitude and throwing tasteful restraint out the window, SKATEBOARDER asked some of the hottest riders (wonder rollers) we could find tripping around on far-flung concrete playgrounds how they would describe some of their antics. We thought it might prove interesting. (Actually it provided proof to the existence of a metaphysical value system heretofore unknown to our cognitive verbiage,) or in a word . . . heavy.





Christie:

"This is one of my favorite maneuvers for long, drawn-out runs. I especially enjoy this trick because I am able to get my body as close to the ground as possible while going into a turn in full body extension."

—Steve Cathey.

The High Jump:

"In high jumping, timing is of the utmost importance. To reach real heights, I find it necessary to tuck your legs to the side of your body." — Bob Mohr.

360° Spin:

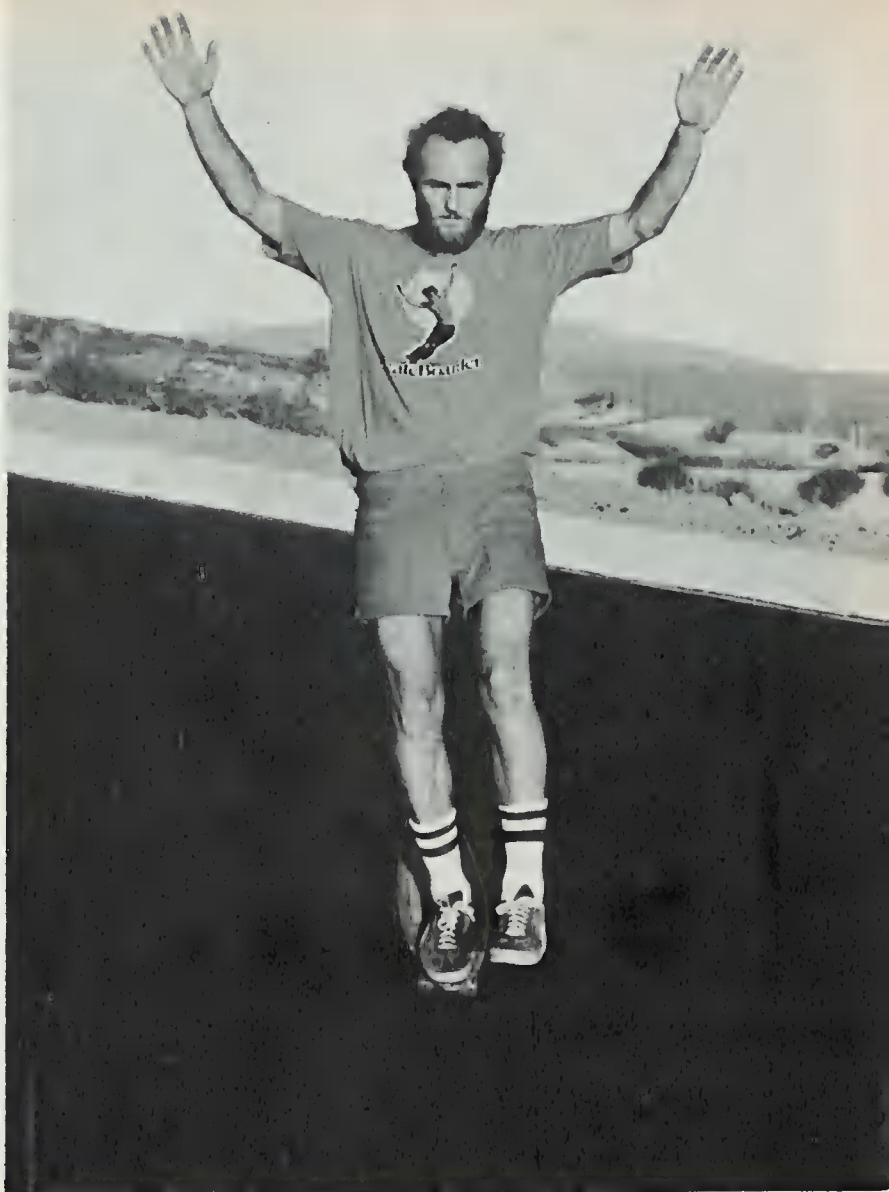
"In performing 360's, place your right or left foot on the tail of the board, and your other foot in the middle of the board. Then twist the upper half of your body to the left. Swing your arms around and pull them in, at the same time shift your weight to the tail, which lifts the nose off the ground. Now if all of this is done correctly, you should start spinning."

—Laura Thornhill.



One-footed Nose Wheelie:

"When doing one-footed nose wheelies, both feet, arms and ankle act as balancing points. With one foot, push down on the nose gently, leaving the other foot hanging – moving back and forth at times to keep your balance. Keep your arms extended upwards and high." – Brian Logan.



The Nose 360° Helicopters:

"These are probably, for me, the most difficult trick in my routine. Your knees must be bent more than normal, and the weighting is similar to seating yourself in a chair, slightly back. Speed must be minimal, and the body must be swung in what feels like an unnatural direction, very evenly and not forcefully. Done properly, this move resembles slow-motion shots of regular 360's." – Torger Johnson.

Nose Wheelie:

"The nose wheelie is a definite form of art. The trick to it is finding the balance point. Once you have the balance point, you work on a style. The key to the style is having knees bent, like skiing, and your arms straight up parallel with your body, and try to arch your back. The more arch you can maintain, the more difficult the trick becomes." – Brad Logan.





The Space Walk (kick turn in the air):

"This move requires a good sense of rhythm to control the momentum of the swing from side to side. Once established and adhered to, the rhythm will keep you up as long as your legs can take it." – Torger Johnson.

Nose Wheelie Variations:

"As far as relating skateboarding to surfing, wheelies of this kind have no relevance except to keep your all-over balance in tune. Wheelies, when combined with fluid movements, are part of a versatile run, although they will probably give way to more functional skateboarding in much the same way as specialized nose riding gave way to more functional wave riding." – Tom Sims.





360° Spin:

"Begin by cocking your body in the opposite direction, thereby creating adequate momentum to complete the entire 360°. However, swinging into the 360° should be done evenly, not with total force. Secondly, concentrate by weighting and unweighting on your rear wheels. The weight can be affected by either extending and retracting your arms through the lower legs acting as shock absorbers. The body acts as if it were an axis, spinning like a top until momentum slows and the front wheels land again on the ground." – Danny Bearer.

The Pirouette:

"The key to this move is firstly to leave and regain footing on the board without disturbing its momentum or direction, and secondly to throw your body around rather than up." – Torger Johnson.





The Nose-to-Tail Wheelie:

"This particular wheelie is the most difficult I've ever seen or done, combining the best of both the nose and tail wheelie. The key to this maneuver is to push down lightly." – Bruce Logan.



Spheelie:

"Want to taste a real backside turn? Creep up on the nose and take your left or right hand and grab the tail as you make a backside turn. Come to a pivot and lift the tail in a 360° manner, for the real gusto of life." – Chris Yandell.

"Using Two Boards" by Dan Trailer

*Using two boards
to slide down the hill,
makes riding much easier
and much better than a pill.*

*I like to sometimes go
like I'm slidin' in the water,
since the waves in San Diego
are unfit for an otter.*



*"When the surf is flat or the beach is
fogged in, you can always go inland
half a mile or so and do your nose
riding on a hill." – Cindy Berryman.*



The Shu-fly Christie:

*"Freestyle maneuvers should be
executed with style so that the most
difficult maneuver looks easy to do.
The 'Shu-fly' Christie looks best when
combined with a smooth turn and a
little speed." – Denis Shufeldt.*





Bench Jump:

"Jumping off a bench (or benches) is not really hard once you get the hang of it. The trick is to get the right speed, lift the nose about 2½" off the bench; and, super important, make sure to keep the board level sideways. If the board is not level sideways, you can land on either set of outside wheels and easily break your ankle. Your eyes must concentrate on the board so that you are aware if there is too much angle. I recommend starting low – such as with a small curb, and work your way to greater heights." – Ty Page.

Two-foot Sit Position Nose Wheelie or Samoan Spice/Sitting Pretty:

"This maneuver is a difficult one. Slowly squat to a sittin' position while nose wheelin'. After mastering the two-foot nose wheelie and possibly the circular turns (i.e. Bruce Logan hill spin), a little ambition and skill can make this maneuver accessible to your progressing arsenal of exotic moves."

– Chris Yandell





Fred Grosskreutz

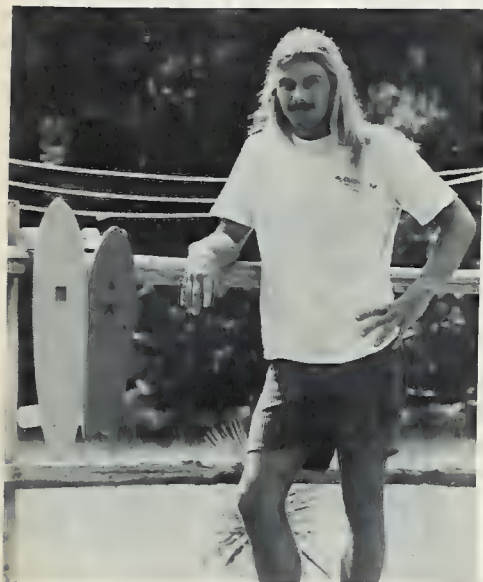
**27 years old, rides a
Catri Skateboard**

One of the first-generation East Coast surfers and skateboarders, Fred Grosskreutz is truly one of Florida's best at both.

Back in the days of composition

wheels and stiff boards, Fred was an accomplished skateboarder. He always placed highly in contests while residing in Virginia Beach back in the mid-sixties. He has been living in Florida for eight years, and presently works as a laminator for Dick Catri Surfboards. Fred is definitely one of the East Coast's finest glassers, one who takes pride in his work.

Fred makes all his own skateboards, and has a complete quiver. He prefers a wood/fiberglass combination to achieve a suitable flex. To get the desired flex, Fred uses different amounts of cloth. Although he has two short (24") boards, Fred's 20-incher is the workhorse. Recently Fred has been experimenting with longer wheelbase sticks . . . he sez that it



Frederick Albert Grosskreutz III.



Graceful flight, sighting down a long wall.



*A smooth-flowing, functional style that only years of
experience can produce.*

feels much more like surfing, due to the long, drawn-out turns they execute.

Fred is constantly incorporating new skateboard maneuvers into his surfing, and feels that it's improved him significantly surfwise (he is presently the East Coast Masters Surfing Champ). Skateboarding is an important developer of timing, rhythm and balance, which Fred carries over to his surfing.

Fred's main belief is that *style* is of the utmost importance in skateboarding as well as surfing. Radical maneuvers are all right, but he feels that how you look while doing these maneuvers is critical. This smooth style can be seen in Fred's skateboarding and surfing. It's nice to see one of the "old guys" still on top.



Reaping the fullness of life on the edge.



Torquing sweeps down a rare Florida hill.



Skip Frye

34 years young, rides for the Gordon & Smith FibreFlex Team.

Skip's a living legend. Known as an all-time great surfer, he also loves to skateboard. His style is, in a word, "super-smooth."

He credits Joey Cabell and Tommy Lee as being the most instrumental in promoting skateboarding in the 60's. In those days, the San Diego concourse was the Classic Spot. Our crew, the Weaver gang, hit it virgin, before the cars and oil got to it. Hynson, Vince Turner (Summer

Ski), even B.K. were locals. Willie Phillips blew everybody away with the first plywood flex board. Shortly after, Gordon & Hovde got the FibreFlex going.

Skip feels that flex is the key to performance. "The board's gotta snap, hitting a turn and feeling it."

"Surfing and skateboarding are similar in drive, using the same muscles, being able to pump and weight, then unweight, the same pushing and sliding."

Skip approaches his success this way, "I feel being mellow, (holding your mug) and reading the Bible is a must."

Frye's family comes first. But he sez it's hard to keep the family together when the surf's pumping, yet handling responsibilities brings happiness.

A career man at G & S, he's been there half his life. Frye's always seeking new ways to have fun riding, he's made many contributions to our life styles.

Skip's philosophy: "I only know what works."

He smiles of the future, "skateboarding is unlimited!" 🐉

Words by Gary Keating



Skip, his skate quiver and small Fryes (Donnie and Braden).



Skip's surfing has often been likened to the soar of a pelican, as both smoothly glide across the water. Here he wheels a 5'6" Fish (little more than a skateboard itself) through a turn.



The Family Frye takes on a little formation flying.

"The Sultan of Smooth."



Undoubtedly possessing the strongest, most talented toes in the business, Skitch is able to retain his board through extremely difficult airborne routines. It's not at all unusual for him to not touch the ground with his feet during repeated stop and starts, jumps and tricks, as his unique style can generate speed where none previously existed.

Skitch Hitchcock

24 years old, rides for Stinger Skateboards

Skitch Hitchcock. The name conjures up an image of a tuxedoed, wand in hand, leader of a big swing orchestra straight out of the 40's; that is, unless you've been to one of the major skateboard meets this year. In that case, you might recognize the name as belonging to one of the most unique freestylers to surface in competition this time around,

Words by Brian Gillogly.

placing in the finals of every contest he's entered:

Del Mar: 2nd freestyle

Balboa: 3rd freestyle, 1st slalom

Steve's South Bay: 3rd freestyle

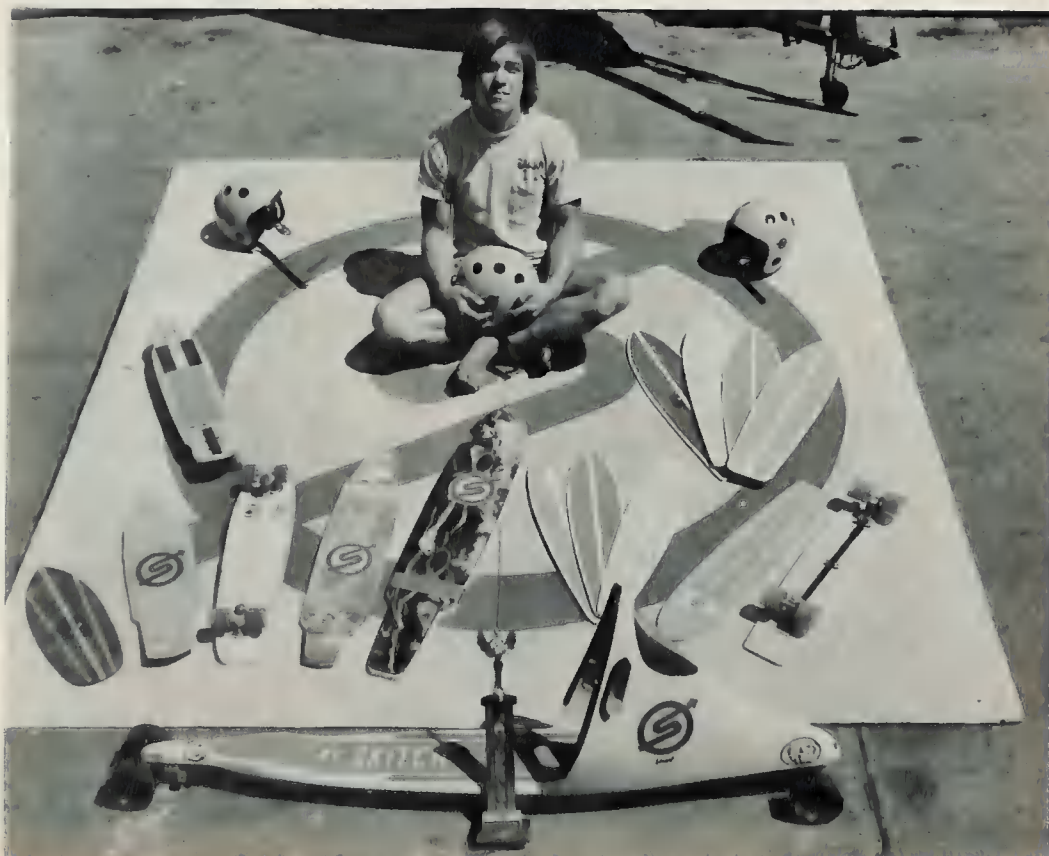
San Diego-World: 1st freestyle

But the judges' score cards don't tell all. A better measure of "who's hot" lies in how well the rider stokes his audience, and Skitch always seems to generate the loudest hoots.

Skitch starts his performance where most of his fellow competitors leave off. With a surfing-inspired torquing motion, he sets the flow, going into the standard wheelies and handstands. And then, curling his toes over the ends of his board, he really gets his routine off the ground, lifting his board upward by leaping into the air, performing various 180's and "hoppy turns."

At the San Diego-World Contest in August, Skitch put in a very inspired performance despite having to wait all day (and half the night) for the finals. In the last few

Skitch, his abundant quiver and ramp, all of which he designed and made himself.



Photos by Jeff Ruiz

seconds of his routine, he pumped his way onto a two-foot high ramp and launched himself and his board three-feet higher, while completing a 360-degree aerial spin, or "helicopter."

But the real climax is still to come. Skitch is now working out the intricacies of skating off a ramp into a fully extended back flip. He will use a board with straps; and, possibly, a larger ramp to allow sufficient height.

"For practice I'll set my ramp up on the edge of a pool with a lot of concrete area, and I'll get a good push and do it. It's basically what they do in hotdog skiing off a jump. I'm just going to get as much altitude as I can, and lay back."

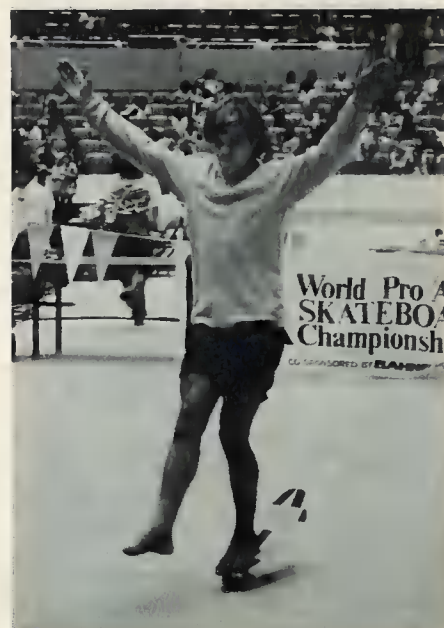
Skitch's inclination toward aerial stunts stems from his background in gymnastics, as well as his very creative mind. "When I was six years old, my old man would toss me up in the air and I'd do a flip or something." About that same time, his father was also responsible for first putting him on skate wheels —

a homemade box-type scooter. Skitch reminisces, "With the leverage of the box, you could really rip. We used to have races using roller skates, bicycles, and on foot, and I'd win on my scooter."

Along these same lines, Skitch recently built a speed board with an enclosed, foiled front for his brother Garrison, 21, who already has been clocked at 58 m.p.h. on a standard board.

As for the future, Skitch will be doing commercials and going on tour to promote the board he designed for Stinger. He is also anxiously awaiting word about a possible Stinger-GrenTec tour, which would feature himself and Russ Howell. "Russ is one of the greatest guys in the sport, and if the tour happens, it will be the greatest year of my life."

In the meantime, Skitch, whose mother owns a health food store in Laguna Niguel, will stay fit and healthy by skateboarding and drinking a lot of carrot juice. He says it helps him jump higher. ➔



Although temporarily in retirement to enjoy the fruits of his labor, Skitch still stays in shape and in touch with the contest scene.



Airborne antics — "one more time" for the camera.

Skitch demonstrates an extremely difficult maneuver for the crowd.



Hot Eddie Katz . . . destined for stardom and a baggy, extra-small t-shirt.

Eddie Katz

13 years old, rides for Makaha/Logan Earth Ski Team

Looking like an "ant on the Queen Mary," the miniature skater moves through the complicated trick routine, leaving practically no move, regardless of difficulty, untried. The older, more experienced skaters stand by smiling in obvious appreciation.

"I don't believe how hot Little Eddie is getting," Brian Logan is saying in amazement. "Everytime I see him, he's learned something

new. He'll be giving Bruce a run for his money pretty soon."

Brian should know — as owner, team captain and hot skater of the Makaha/Logan Team, he's seen them all, from the early pioneer days until the present. After listening to Brian for a while, you begin to realize that it's more than just team pride — it's more like the pleasure derived from witnessing the growth of a probable future skateboarding great.

Although hardly intimidating in appearance, standing only 4'11" tall and breaking the scales at 85 pounds, Little Eddie Katz' future does indeed look bright. As the youngest member of this star-studded super team, he has the benefit of their overwhelming accumulated experiences. His style reflects this experience, his young mind accepting what it sees like a sponge accepts water. You see traces of Bruce Logan poise, smatterings of Torger Johnson finesse, and inklings of all the others on the team reflected in

If Little Eddie continues to progress at his phenomenal present rate, he'll be one of the best within a year.



Being the smallest member of a genuine super team, Eddie has had the benefit of learning from masters. His style reflects this experience, as well as an ability well beyond his years.

everything Eddie does. Besides team members, he lists Chris Yandell as one of his favorites, and you can see a bit of Chris' timing in Katz' rhythm.

Really only a skateboarder for the last five years, Eddie admits he did play around on an old Hobie Super Surfer when he was four. A super-hot trickster, he still prefers a wood board today.

Like the rest of the team, he's constantly looking for new tricks or variations of new tricks by which he hopes to gain a slight advantage in the ever more demanding realm of competition skating.

As with the other Who's Hot's, we hope to give the skateboarding world another brief glimpse of one of the more interesting characters and hot performers, hopefully discovering as many new ones as possible who would otherwise spend their time on earth unnoticed and unappreciated. Perhaps, as in the case of rising stars like Eddie Katz, we can even predict the future a little bit.



Eager to try his hand at any and all terrains, Eddie worked out for a time at this old pool, but due to the danger aspects of this particular monster, all attempts towards riding it were soon abandoned.



At an obscure new skateboard mecca known as The Reservoir, 45-minutes inland from the coast, "Little Eddie" scours the bowl below the gallery.



His tiny dart-like fairing (dwarfed by Bruce Logan's board) has earned him the nickname, "the human bullet," when in truth he's just a speeding B-B.



"Don't tell Bruce."

competition

HANG TEN WORLD PRO/AM SKATEBOARD CHAMPIONSHIPS

Co-Sponsored by BAHNE Skateboards

MEN'S SPEED RACE

- 1st Henry Hester/Gordon & Smith
- 2nd Torger Johnson/Makaha/Logan
- 3rd Tom Sims/Skateboard Mag

CELEBRITY SLALOM

- 1st Denis Shufeldt/Skateboarder
- 2nd Tom Holleran/Pro Skier
- 3rd Mike Hynson/Endless Summer Star
- 4th Tommy Lee/Founder World Series of Martial Arts

TEAM STANDINGS

- 1st Dial-A-Flex
- 2nd Makaha/Logan/Earth Ski
- 3rd E-Z
- 4th Skateboard Magazine
- 5th Rincon

SLALOM

Pro Men

- 1st Henry Hester/Gordon & Smith
- 2nd Tom Sims/Skateboard Magazine
- 3rd Dan Trailer/Gordon & Smith

Boys' 9 & Under

- 1st Cary Blodgett/Ov. the Rain
- 2nd Allen Wix/Ov. the Rain
- 3rd Cameron Wingard/Makaha/Logan

Junior Boys

- 1st John Blood/Duralflex
- 2nd Doug Golding/Bahne/Cad.
- 3rd David Cheput/Swing Things

Junior Men

- 1st David Hackett/Ind.
- 2nd Stan Searles/Makaha/Logan
- 3rd Jack Dimon/C & D

Men

- 1st Terry Wansak/Dial-A-Flex
- 2nd Michael Fadem/Blue Cheer
- 3rd Steve Brown/C & D

FREESTYLE

Pro Men

- 1st Bruce Logan/Makaha/Logan
- 2nd Tom Sims/Skateboard Mag
- 3rd Stacy Parilla/Zephyr

Boys' 9 & Under

- 1st Sean Wise/Rincon
- 2nd Bob Ginnelli/Ind.
- 3rd Allen Wix/Ov. the Rain

Junior Boys

- 1st Anthony Gatti/Dial-A-Flex
- 2nd Paul Cullen/E-Z
- 3rd Rick Zerkle/Unity

Junior Men

- 1st Jay Adams/E-Z
- 2nd Roy Jamison/Oak St.
- 3rd Andy Proctor/Skate Mag

Men

- 1st Ed Nadalin/Infinity
- 2nd Wentzie Ruml/E-Z
- 3rd Steven Piccolo/Makaha/Logan

CROSS-COUNTRY/OBSTACLE

Pro Men

- 1st Tony Alva/E-Z
- 2nd Bob Biniani/Zephyr
- 3rd Torger Johnson/Makaha/Logan

Boys' 9 & Under

- 1st Greg Lewis/Ov. the Rain
- 2nd Guy Kintworth/Crescenta
- 3rd Allen Wix/Ov. the Rain

Junior Boys

- 1st Doug Saliden/Ind.
- 2nd Dave Bailey/Blue Cheer
- 3rd John Scott/Ov. the Rain

Junior Men

- 1st Jay Adams/E-Z
- 2nd Roy Jamison/Oak St.
- 3rd Randy Rash/Ind.

Men

- 1st Brad Northrup/Rincon
- 2nd Michael Fadem/Blue Cheer
- 3rd Steve Piccolo/Makaha/Logan

Pro Women

- 1st Desiree Crisp/Gor. & Sm.
- 2nd Debbie Eldridge/Unity
- 3rd Ann Skoldberg/Gor. & Sm.

Girls' 9 & Under

- 1st Jennifer Dimon/C & D
- 2nd Alison Cutler/Dial-A-Flex
- 3rd Brandy Bennett/Bennett

Junior Girls

NO ENTRIES

Junior Women

- 1st Edie Robertson/Skate Mag
- 2nd Karen Gross/Crescenta
- 3rd Shelly Perez/Duralflex

Women

- 1st Julie Schults/Bahne/Cad.
- 2nd DQ
- 3rd DQ

Pro Women

- 1st Robin Alaway/Skate Mag
- 2nd Desiree Von Essen/Skate Mag
- 3rd Andra Malczewski/Unity

Girls' 9 & Under

- 1st Alison Cutler/Dial-A-Flex
- 2nd Lark Calderon/Unity
- 3rd Jennifer Dimon/C & D

Junior Girls

NO ENTRY

Photographer Dan Gross did a little trapeze work to bring back this overview of the Hang Ten World Pro-Am Skateboard Championships at the L.A. Sports Arena, which was generally considered to have been the best of its kind ever held.

Junior Women

- 1st Francine Hill/Bengel SS
- 2nd Julie Douglas/Stinger
- 3rd Carol Mapson/Dial-A-Flex

Pro Women

- 1st Robin Logan/Makaha/Logan
- 2nd Desiree Von Essen/Skate Mag
- 3rd Robin Alaway/Skate Mag

Girls' 9 & Under

- 2nd Alison Cutler/Dial-A-Flex
- 2nd Lark Calderon/Unity
- 3rd Jennifer Dimon/C & D

Junior Women

- 1st Jill West/Ind.

Junior Women

- 1st Laura Thornhill/Makaha/Logan
- 2nd Edie Robertson/Skate Mag
- 3rd Karen Gross/Crescenta

Women

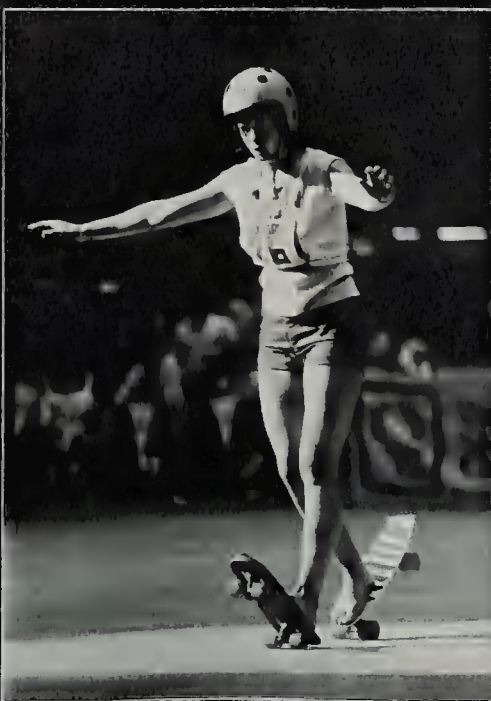
NO ENTRIES

BEST CUSTOM BOARD

Singer Team/Hickcock
Speed Design

YOUNGEST COMPETITOR

George Wahl/Age 4



Desiree Von Essen wheelin'.



Racing the downhill speed trials.



World Pro freestyle champion Bruce Logan, shadow dancing in the spotlight. Bruce, always a sharp competitor, who long ago realized you don't get more points for holding a long nose wheelie, saved his crowd pleaser 'til the warning horn, and then goes into holding it well past the final horn and on into the night. Who's going to ask him to move on anyway - they're all too busy cheering. Photo: Dan Gross.



Sketch Hitchcock's portable ramp was put to good use at the Pro-Am for everything from jumps to a pseudo sloped wall. Photo: Dan Gross.



Russ Howell recovered sufficiently enough from a temporary case of writer's cramp, acquired while signing autographs in the lobby for the hordes, turned in another high-energy performance in the freestyle finals. Photo: Dan Gross.

STEVE'S SOUTH BAY/ X-CALIBER SKATEBOARD CONTEST

held at Torrance

MEN'S SLALOM

8 & Under

1st Jeff O'Mahoney/SBM

9-11

1st Rick Zerkie/Unity
2nd Jerry Castellano/Ind
3rd Darren Olds/Ind

12-14

1st Kurtis Buysen/Unity
2nd Steve Monahan/SBM
3rd Frank Campis/Palawan

15-17

1st Stacy Peralta/Zephyr
2nd Tony Alva/Zephyr
3rd Jim Muir/Zephyr

18 +

1st Don Andre/SBM
2nd Mark Bowden/Unity
3rd Dan Trailer/G&S

WOMEN'S SLALOM

8 & Under

1st Jennifer Dimon/Ind

9-11

1st Laura Albano/Ind

12-14

1st Mary Zerkie/Unity
2nd Kathy Borneister/Logan

15-17

1st Tracy Green/SBM
2nd Dorina Call of/Ind
3rd Laura Monahan/SBM

18 +

1st Jennifer Johnson/SBM
2nd Susan DeLora/Ind
3rd Debbie Eldredge/Unity

FREESTYLE

Men's

8 & Under

1st Eric Dessen/Ind

9-11

1st Jeff O'Mahoney/SBM
2nd Marcus Weinstein/Ind

12-14

1st Steve Monahan/SBM
2nd Mark Johnson/SBM
3rd Eddy Katz/Logan

15-17

1st Andy Frydrik/SBM
2nd Stacy Peralta/Zephyr
3rd Jim Higham/SBM

18 +

1st Torgor Johnson/Logan
2nd Russ Howell/SBM
3rd "Skitch" Hitchcock/Hobie

Women's

8 & Under

1st Jennifer Dimon/Ind

9-11

1st Laura Albano/Ind

12-14

1st Laura Thornhill/Ind
2nd Mary Zerkie/Unity
3rd Kathy Borneister/Logan

15-17

1st Desiree Von Essen/SBM
2nd Robin Alaway/SBM
3rd Susan Powell/SBM

18 +

1st Debbie Eldredge/Unity
2nd Andrea Malczewski/Unity



Brian Beardsley exhibiting superb nose control at the Steve's South Bay/X-Caliber contest. Photo: Dan Gross.



Although excelling in radical terrain, Mike Weed has been showing a lot of style and a rapidly progressing routine at recent contests. Shown here practicing at Steve's South Bay.

COMPETITION INFORMATION

by Brian Gillogly

A better title for this report might be "The Great Summer Skateboard Marathons."

Webster gives one definition of marathon as "an endurance contest," and this is what, to varying degrees, became of three of this summer's major contests. The Steve's X-Caliber, South Bay Championships ran from 11:00 a.m. to 9:30 p.m. or 10½ hours; the San Diego World Contest ran about 12½ hours; and the Hang Ten World Pro/Am, a record 13½ hours. Finalists in each contest were often so fatigued that they could do little more than go through the motions, while equally tired and bewildered officials continued to "do their best."

At South Bay the problems were many: a late start, confusion over rules, and insufficient crowd control. In San Diego it was all of the above, plus a very demanding T.V. crew. And at the Hang Ten Contest, "logistical miscalculations" and an underestimation of the necessary running time, left them finishing up three hours behind schedule. (It should be noted, however, that the Hang Ten Contest was the largest skateboard competition ever held, considering the number of entrants per each of the four

events.)

Hopefully, contest organizers have learned some important lessons this summer, the most basic of which is to plan the larger contests (say, over 100 participants and more than two events) for two days. This would allow time to deal with unforeseen problems and make for a higher level of competition in the finals. It would also get the "pee wees" to bed on time.

THE STEVE'S X-CALIBER, SOUTH BAY CHAMPIONSHIPS

The South Bay Championships were held on July 20th in front of Steve's Sporting Goods in Torrance. Over 125 skateboarders came from all over Southern California to compete in the slalom and freestyle. Steve donated the prizes, which included: a motorcycle, two 10-speed bicycles, and six surfboards.

THE WORLD INVITATIONAL SKATEBOARD CHAMPIONSHIPS

The San Diego-World Contest took place in the parking lot of the San Diego Stadium, September 7th. Competition was held in slalom, freestyle, the skateboard high jump, and, a new event, the skateboard barrel jump. There were approximately 200 competitors, including a contestant from Florida and the Japanese national champion, Hironori "Aki" Akiyama. Prizes included twenty rocket fish surfboards donated by Ocean Crystal and Skateboard Magazine. Television coverage is expected on CBS Sports Spectacular.

THE HANG TEN WORLD PRO-AM SKATEBOARD CHAMPIONSHIPS

"... you get feelings of stepping out into an arena like a gladiator. It's scenes from Rollerball. It's the sparkle and spangle of true competition in a professional setting."

—Russ Howell, finalist

"We're finally achieving some of the glamour skateboarding really deserves."

—Jack Dimon, organizer/official

The Hang Ten World Pro-Am at the Los Angeles Sports Arena, September 20th, wasn't what everybody expected. Most people hoped for a near-flawless, smooth running contest, which it wasn't. Most

people expected a lot of fanfare and a huge crowd, which it lacked. (Wind 'n Sea and Malibu were pushing six foot that day.) For most of the audience and contestants at the Sports Arena that afternoon expected to be watching history: the first truly professionally run skateboard contest. They had to settle for, merely, the closest thing in over ten years of competition.

The freestyle eliminations was an Event in itself. Judges, the likes of Skitch "helicopter" Hitchcock, Bob "surf-skater" Neishi, and Mike "Endless Summer" Hynson, had a rough time trying to decide how to score, among other things, a two-minute nose wheelie. The composition marble floor, purportedly, offered the rider more sensitivity and control due to the lack of cracks, seams, and other imperfections. While the skaters were fresh, routines were exciting.

For the slalom, the Bahne Ramp wasn't quite the same as at Del Mar or Orange County. Tony Alva, who had the fastest time in the eliminations, explained:

"The other ramps were on more of an even slant. This one had one dip, and then another toward the bottom, which gave a lot of speed at the end. The cones were also different. They used the candlestick type, which are a lot easier to get by than the regular (square base) orange cones. Still, it was a hard course."

An interesting piece of trivia—

(While Tony was talking with me about the downhill, he would occasionally spin the wheels on his wooden freestyle board. As it turned out, the board was originally a skateboard-shaped trophy won at an earlier contest this summer. Was Tony making a statement about contests? No, just liked the wide plan shape of the board." So much for gaudy trophies and other ego trips.)

Getting back to the ramp, the speed racing, which followed the slalom, was a little disappointing to those who expected the Stinger and Oak Street speed machines to "fare" better. (The real tests will come on longer runs.) And the consensus on the obstacle course (a new and innovative event) was that it was as much fun for spectator as for participant.

To conclude, there were about 250 skaters in the contest; the 13 to 16 age group was the largest, with 150 entries; there were four participants from Hawaii and one from Australia; the official peak attendance was 6,500; a grand total of \$4,750 in prize money went to the pros; and Russ Howell signed more autographs than any other competitor, or all combined ("I'm going to go out and buy myself a wooden arm!").



Tom Padaka



The World Pro-Am was unique in that for the first time, a downhill timed speed was held, drawing a wide range of high-speed skate variations, hoping for a shot at the money. However, the conventional skateboards "fared" considerably better due to the shortness of the ramp, which prevented full utilization of their top-end speed.

Photo: Dan Gross



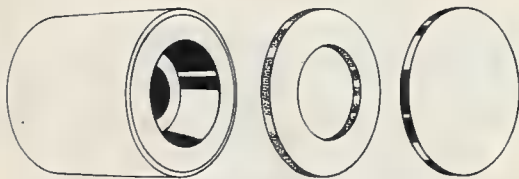
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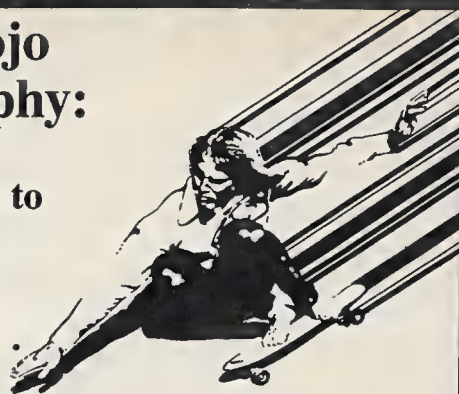
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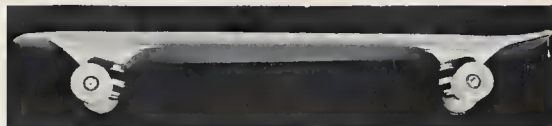
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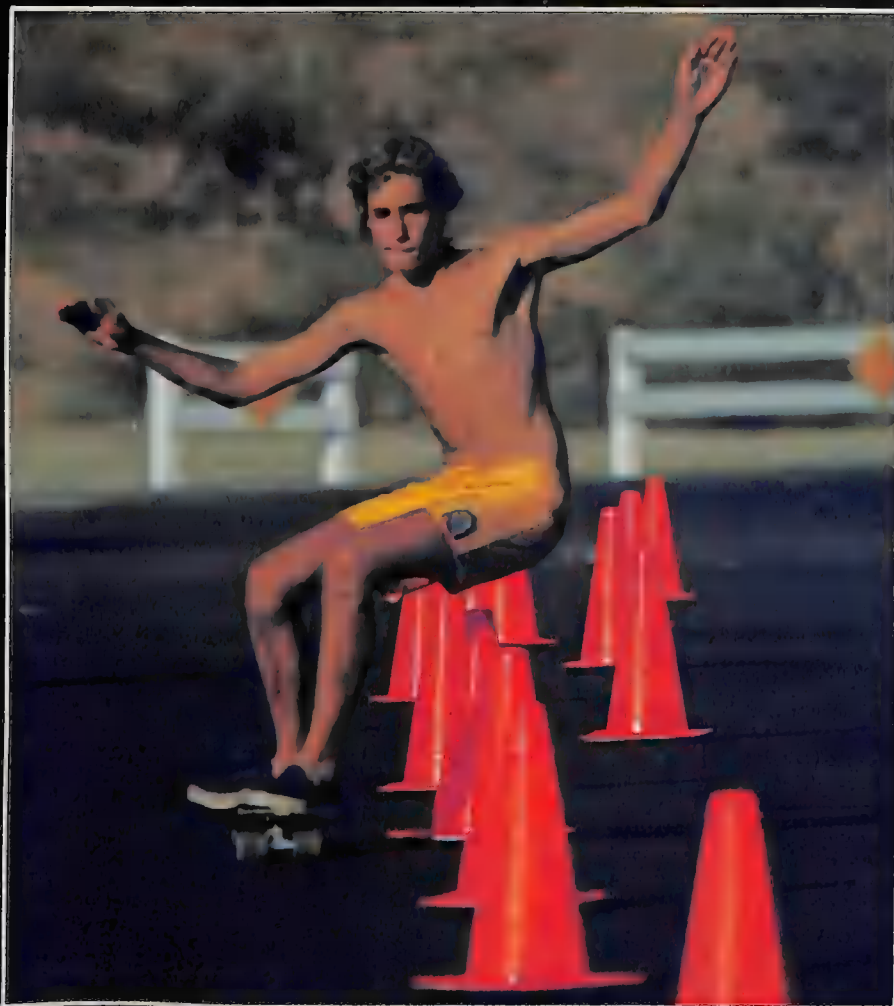
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Street dancer Steve Cathey routinely manifests beautiful asphalt choreography.



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A triumphant arch by former "King of the Bowl," Randy Clark, recently flushed into new terrains.



In obvious contradiction to the adage, "Those who can, do; those who can't, teach," Brian Logan (Team Capitan Makaha Logan) steals brother Bruce's trick (and one of our T-shirts).

Ty Page, stylin'.

Like some graceful bird, Greg Weaver glides on high. Maintaining a smooth flow in radical positions is what superior performance is all about.



Another look at Mr. Incredible, going off the deep end. Although the percentage of skaters who take on these thrills is undoubtedly small (as so it should be when the number of skaters with the talent to pull it off safely is correspondingly small), the percentage of people who enjoy watching others test themselves is undoubtedly large. Those who ride pools regularly do so with a full knowledge of the pitfalls, how to avoid them, and consequently, deserve the rewards of their risk.



Lithe Laura Thornhill into a varied asphalt carpet ride.



Steve Cathey solo fantasies at the tunnel of love

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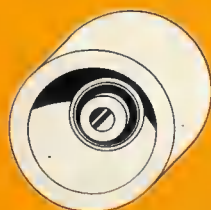


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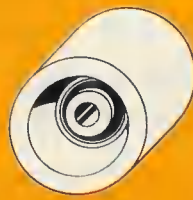
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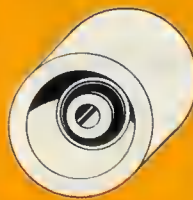
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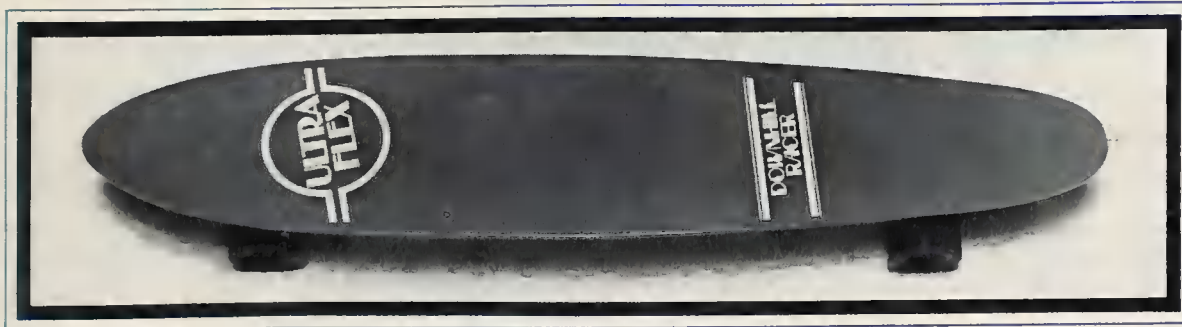
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(714) 225-9055
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(805) 969-1884

Skateboards Unlimited
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(415) 343-9300
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Phoenix, Arizona 85044
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Progressive Sports
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Reno, Nevada 89502
(702) 322-4445
Dockside
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Corpus Christi, Texas 78418
(512) 937-5451

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Waco, Texas 76710
(817) 772-8890
International Sports
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Houston, Texas 77027
(713) 783-6010
Wheaton Sport & Ski
124 N. Main
Wheaton, Illinois 60187
(312) 668-6321
Glen Elyn Sport & Ski
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Glen Elyn, Illinois 60137
(312) 856-0964

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Gulf Coast Surf Distributor
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Special Products of Florida Inc.
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Miami, Florida 33157
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EAST

Year'Round Toy Co.
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Jeffersonville, Kentucky 40299
(502) 267-8253
Metro-Spec
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Oakridge, Tennessee 37830
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Sea Isle City, New Jersey 08243
(609) 263-3033

Steve's South Bay Sporting Goods



X-caliber



Ashboard



Kick Back



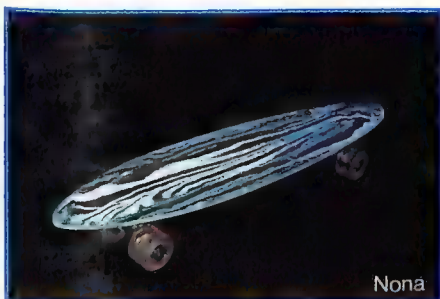
The X-caliber truck

We have a giant selection of skateboards and accessories. If you're looking for skateboard gear of any kind, we're the people to see. So stop in to see us or buy it direct through the mail. Check the items you want, fill out the coupon and enclose your check or money order. Send it to: Steve's South Bay Sporting Goods, 2577 Pacific Coast Highway, Torrance, California 90505.

Add \$1.00 for handling and postage. California residents include 6% sales tax. Foreign orders payable with International Money Order only.



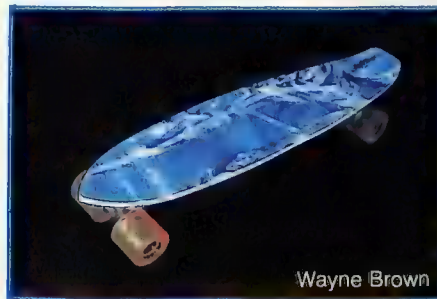
Urethane Wheels



Nona



GX-Caliber



Wayne Brown



Banzai



Nona Spoiler



Sunrise

Dear Sir: I've enclosed \$ _____ in check or money order for the products checked. Please send them to:

name _____
address _____
city _____
state _____ zip _____

Skateboards

Kick Back, \$30.95 _____
Wayne Brown, \$29.95 _____
GX-Caliber, \$24.95 _____
X-Caliber, \$26.95 _____
Ash Board, \$22.95 _____ 24" 27"
Ash Board, \$22.95 _____ 24" 27" 30"
Nona, \$29.95 _____
Nona Spoiler, \$30.95 _____
Banzai, \$30.95 _____
Sunrise, \$29.95 _____

Specify wheels for the board you choose: reg large wide

X-Caliber truck w/regular wheels, \$ 6.75
X-Caliber truck w/large wheels, \$ 6.95

X-Caliber truck w/wide sheels, \$ 7.25
X-Caliber truck w/stokers, \$10.95
X-Caliber truck only (no wheels), per truck, \$ 3.75

Wheels only:

A. Regular @ \$1.75 _____ wheels = _____
B. Large @ \$1.95 _____ wheels = _____
C. Wide @ \$2.25 _____ wheels = _____
D. Stoker @ \$3.75 _____ wheels = _____
(multiply the number of wheels you want times the price per wheel)



Steve's South
Bay T-shirts,
\$3.95

THERE'S STILL A KICK IN EVERY TAIL



The Wayne Brown Kicktail is the greatest! The kicked tail gives me the extra hold I need in tight, high turns, and makes 360's cleaner, quicker and more in control. The laminated construction gives the board great flex, with a snappy, positive return for hotdogging!! The textured non-skid deck makes the Wayne Brown Kicktail one of the safest boards on the market, and makes nose wheelies easier because I don't slip. Everyone in Southern California is talking about the Wayne Brown Kicktail. The 24" board is the most popular because it's so versatile, and a lot of people are going for the 27" and 30" for downhill. So any way you look at it — Wayne Brown has it! Why ride anything else?

Broed Langager



Color preference 1 _____ 2 _____ Set up with:
Blanks ☐ 24" \$19.95 ☐ Regular wheels — add \$13.00
☐ 27" \$22.95 ☐ Racing Slicks — add \$15.00
☐ 30" \$25.95 ☐ Stokers — add \$20.00

Add \$1.00 for postage and handling. All shipments pre-paid or C.O.D.
California residents add 6% sales tax.

Enclosed is \$ _____ for the items checked above.

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International Distributors Available

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Power Paw wheels are the first truly engineered wheel with performance and safety in mind. When you extend into a hard turn you will experience a fast roll with super traction obtained only from Power Paws "Flex Edge" and superior urethane material. Power Paws now have a special spacer molded into each wheel which insures maximum bearing-cone contact and longer wear than any other wheel. Experience why the world's greatest riders are talking about Power Paws. Available in two sizes = 1.5/8" x 1.7/8" wide or super wide 2" x 2".



SPEED SPRING

Speed Spring has added a new dimension to skateboard suspension with "Shock Action." Allowing your wheels to roll firmly on the ground. Speed Spring lets you roll past those rocks and cracks that used to be a problem without "Bolt-Scrape." Made of the finest quality wire spring, Speed Springs deliver a faster livelier ride than on conventional trucks. 360's become easier because of the extra burst of momentum you obtain from Speed Spring shock action.

Dealers Inquiries Invited

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OFF the WALL

Rumor has it that some big money hombres are getting behind the land speed record for skateboards. With the Bonneville Salt Flats frequently mentioned as a possible tow run. We at Skate Central are going for the concept of self-attained speed (just me and my gravity flowing down the avenue). **Crash Keating** is listening to offers over 100 grand.



G. K. leads the way in front of a tall monolithic centennial secret spot in Washington, D.C. As well we all know, one of our country's greatest achievements over the last 200 years (along with chocolate chip ice cream) has been the urethane wheel. Photo: Mike Gordon.

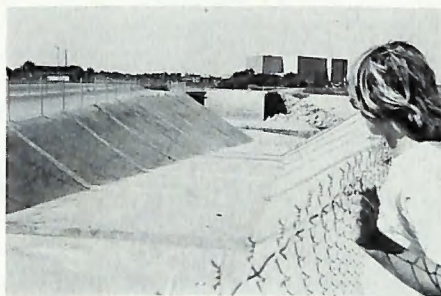
And in the full rumor department, **Sam Hawk** has been recently offered \$300 to go eighty.

Destruction Derby comes to skateboarding. In a recent filming session at Black Hill, **Dennis Shufeldt, Bob Mohr** and **Henry Hester** witnessed **Bruce Logan** challenging an El Dorado in a match of sheer physical strength. As you would have guessed it, Bruce got away with only minor injuries . . . while the car suffered multiple windshield lacerations. Later, between rails, Bob suggested that Bruce use a Cadillac as a prop in his next routine. Smashing!

Joseph A. Lynch and

Thomas "The Kid" Ryan are attempting to channel such successful energies into a professional tour for skateboarding.

John Hutson, 21 years old, now holds the world record for skateboarding non-stop from San Francisco to Santa Cruz, a distance of 84 miles, in just under ten hours. Hutson, a Santa Cruz lifeguard, worked out on his skateboard everyday for ten days before he went for the world record. He also ate high-protein foods. He was sponsored by **Santa Cruz Skateboards**, and the night before his attempt, two sets of special wheels were flown in from New York — **Road Rider 2's**, a

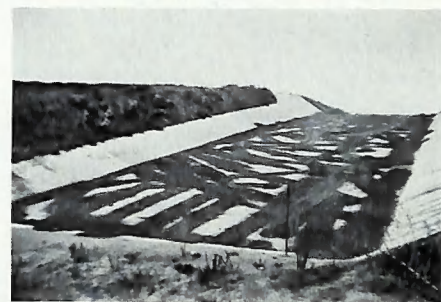
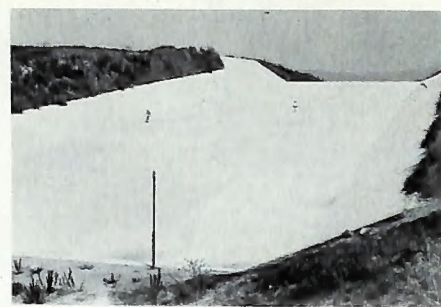


Vermont has also been rendered unskateable — in fact, since the demise of the infamous Bowl, the obnoxious cancer of speed bumps have robbed a tragic number of hot spots of their previous grandeur.

precision bearing wheel. He started on the north side of the Golden Gate, and when he got off the bridge, there was the news media out in force. **KRON** Channel 4 did a twice-televized interview. From there, Hutson skated to the coast and along Hwy. 1, around Deadmans and the rest of the gnarly coastline. Hutson, long-known for his crazy stunts, once ate 50 raw eggs, and collected \$37 from all who bet against him. But when Hutson finally skated across the Santa Cruz city limits, it was unreal — not a news crew in sight, no big crowd, nothing. So, John Hutson puts out the challenge to anyone to try and break his new record, and if they



Sid Shelley deep into the subway slalom. Photo: Andrew Barnhizer.



The before and after for the Brea spillway. Photos: Sam Jones.

do, he'll go out and recapture that record no matter how far anyone goes. John Hutson broke the old record of 40 miles in May of '75 on a Santa Cruz Skateboard, **Sure Grip** trucks and **Road Rider 2's**.

—Dan Devine

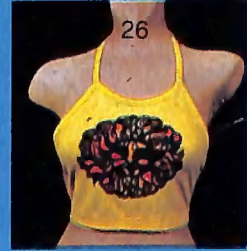
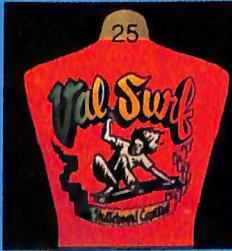
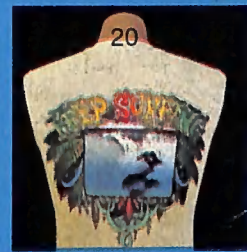
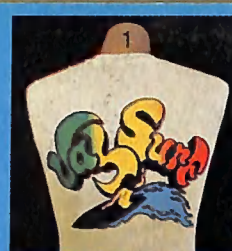
Also in the speed and distance category is **Tommy Yoshida**, whose descent down the Haleakala Crater took 3½ hours and covered 24 miles. Now the mileage might not be mind blowing, but **Pipe Prowse** will be the first to tell you that is one certified high mountain. In the sheer distance category, **David Minor** and **Jim Garcia** left the **Select Surf Shop** in Pacific Beach and arrived four days and 158 rambling miles later in Malibu. Outside of blowing a few cone nuts and a misunderstanding that resulted in heavy back-tracking in Camp Pendleton, David and Jim, both on Bahne's, made an excellent assault on the Guinness Book of Records.

Skate park energy is becoming a reality. I'm sure the release clauses will be formidable, but there's several planned, mostly private, although one in Santa Cruz is being built in a public park to offset the fact that it's illegal in the streets. Wait till you see some of the drawings . . . nice.

Mellow Catnip has also lately noticed numerous name skiers flashing heavily to the joys and talents of wonder rolling. After all, what more is snow than soft albino asphalt. Obeisances! 🏂



Skateboards:
(Lt. to Rt.)
Bahne
Plastic GT
Airbrushed
Wood
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Fiberglass
Abstract
Fiberglass



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Available in short sleeve only (C) \$4.25

GIRLS' HALTERS (H) — S, M, L \$4.25

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If desired, list first three color preferences. Color substitution may still be necessary.

- | | |
|----------------------------------|------------------|
| 1 Val Surf □ SS □ LS □ C | □ S □ M □ L □ XL |
| 2 Cadillac Wheels □ SS □ LS □ C | □ S □ M □ L □ XL |
| 3 Bahne Skateboards | |
| □ SS □ LS □ C | □ S □ M □ L □ XL |
| 4 Ski Stoned (also: □ Ski Bare, | |
| □ Ski U.S.A.) □ SS only | □ S □ M □ L □ XL |
| 5 Tropical □ SS only | □ S □ M □ L □ XL |
| 6 Oly (also: □ Bud, □ Coors, | |
| □ Primo) □ SS only | □ S □ M □ L □ XL |
| 7 Malibu, Cal □ SS □ LS □ C | □ S □ M □ L □ XL |
| 8 Huntington Beach Pier, Cal | |
| (also: □ Trestles) SS only | □ S □ M □ L □ XL |
| 9 Hawaii □ SS □ LS □ C | □ S □ M □ L □ XL |
| 10 Freedom □ SS □ LS □ C | □ S □ M □ L □ XL |
| 11 Sun Surfer | |
| □ SS □ LS □ C □ H | □ S □ M □ L □ XL |
| 12 Daisy Surfer | |
| □ SS □ LS □ C □ H | □ S □ M □ L □ XL |
| 13 Bird □ TD only | □ S □ M □ L □ XL |
| 14 Sea Shell □ TD only | □ S □ M □ L □ XL |
| 15 California Surfer | |
| □ SS □ LS □ C □ H | □ S □ M □ L □ XL |
| 16 Lightning Bolt, Hawaii (also: | |
| surfboards by □ Bing, □ Hobie, | |
| □ Gordon & Smith, □ Rick, | |
| □ W.A.V.E.) □ SS only | □ S □ M □ L □ XL |
| 17 Primo □ SS □ C | □ S □ M □ L □ XL |
| 18 Wave □ SS only | □ S □ M □ L □ XL |
| 19 California Skateboard | |
| □ SS □ LS □ C | □ S □ M □ L □ XL |
| 20 Keep Surfing □ SS □ C | □ S □ M □ L □ XL |
| 21 Surf U.S.A. □ SS □ C | □ S □ M □ L □ XL |

- | | |
|--|------------------|
| 23 Silhouette Surfer | □ S □ M □ L □ XL |
| □ SS □ LS □ C | □ S □ M □ L □ XL |
| 24 Dynamic Surfer □ SS □ LS □ C | □ S □ M □ L □ XL |
| 25 Val Surf Skateboard Capital | |
| □ SS □ C | □ S □ M □ L □ XL |
| 26 Sun □ SS □ H | □ S □ M □ L □ XL |
| VAL SURF wood skateboard, □ 24" □ 27" | □ S □ M □ L □ XL |
| varathane finish, textured grip deck-\$22.95, □ air brush design-\$27.95 | |
| VAL SURF fiberglass skbd, □ 24" □ 27" | □ S □ M □ L □ XL |
| plain-\$24.95, □ abstract-\$28.95, kick tail abstract-\$32.95, air brush design-\$34.95 | |
| G & S Fibreflex Skbd., □ 24" □ 26" □ 28", \$37.95 | |
| BAHNE fiberglass skbd., □ 24" □ 27" □ 30", \$33.95 | |
| GT Plastic, 25", \$20.95 | |
| All above skateboards include skate key, Roller Sports wheels, & Chicago or Sure Grip trucks; additional to the above: Roller Sports □ "Slicks"-\$2, □ "Stokers" w/elevator pads-\$10; Cadillac □ regular-\$2, □ wide-\$4 □ "Stoby" w/elevator pads-\$9; □ Road Rider-\$11 | |
| 22" Wood skateboard w/Super Surfer Wheels, \$1.95 | |
| TWO □ Chicago or □ Surf Grip Trucks and hardware, \$8.95 | |
| TWO trucks complete w/key, screws, & wheels: Roller Sports □ regular-\$12.95, □ "Slicks"-\$14.95, □ "Stokers"-\$21.95; Cadillac □ regular-\$15.95, □ wide-\$17.95, □ "Stoby"-\$20.95; Road Rider-\$25.95 | |
| Wheels, each: Roller Sports □ regular-\$1.50, □ "Slicks"-\$1.75, □ "Stokers"-\$3.50; Cadillac □ regular-\$2.00, □ wide-\$2.50, □ "Stoby"-\$3.50; Road Rider-\$4.75 | |
| Socket T-wrench, \$2.75; □ flat wrench, 50c; □ elevator shock pads, \$3.50 pr.; □ ball bearings, 2c each (16 per wheel) | |
| Skateboard non-slip grip tape, per foot: 1"-40c, 2"-75c, 3"-\$1 | |
| Churchill Surfer Swim Fins, \$20.95. Shoe size | |
| SANDALS: □ Hawaiian Slaps (grass mat, velveteen straps) □ Navy □ Brown □ Maroon \$5.95; □ BEACHCOMBER BILLS (Neoprene, nylon straps) \$9.95; □ STYLED STEER (leather) \$9.95; include for sandals. Shoe size _____ & feet length in inches | |
| LEATHER: □ Belts, surf design, \$7.95, waist _____ | |
| □ Wallets, □ Visor \$5.95, □ Key Chain, surf design \$1.95 | |
| License Plate Frames: □ U.S.A., Surfing, □ California, I'd Rather Be Surfing, Set of 2 \$6.95 □ 1 frame \$3.95 | |

- | | |
|--|--|
| □ POWER CORD \$9.95; □ box screw \$1.95 | |
| 5 Summer Stones Soundtrack: □ Record □ 8-track \$6.50 | |
| VAL SURF WAX, 10 for \$3.95 (□ cold □ cool □ tropical) | |
| VAL SURF floral sun visor \$3.50 | |
| Books, Guides to: □ Surfing Cal., □ Surfing Hawaii \$3.50 | |
| Bumper Stickers, 75c: □ Keep Surfing, □ Surf Bar, □ I'd Rather Be Surfing, □ Surfers Hit the Lip, □ Surfers Do It In The Tube | |
| Decals, 45c: □ VAL SURF, □ Pray For Surf, □ Bing, □ G&S, □ Hansen, □ Hobie, □ O'Neill, □ Hollow W.A.V.E., □ Aloha Hawaii, □ Hang 5 Huntington, □ Pair foot prints, □ Kanvas by Katin, □ Lightning Bolt, Hawaii | |

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Foreign (payable with international postal money order) please add: per shirt-\$1 surface, \$2 air; skateboards-\$5 surface, \$12 air; wheels and/or trucks per order-\$3 surface, \$8 air; all other items-\$2 surface, \$4 air per order.

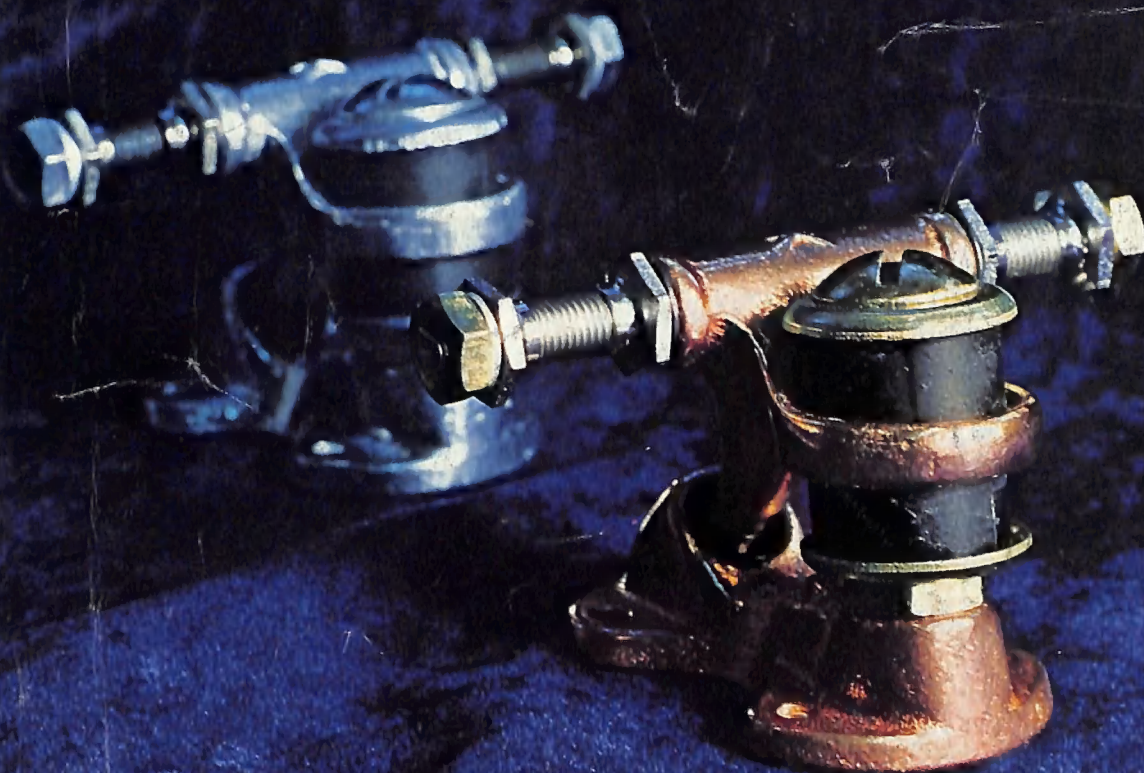
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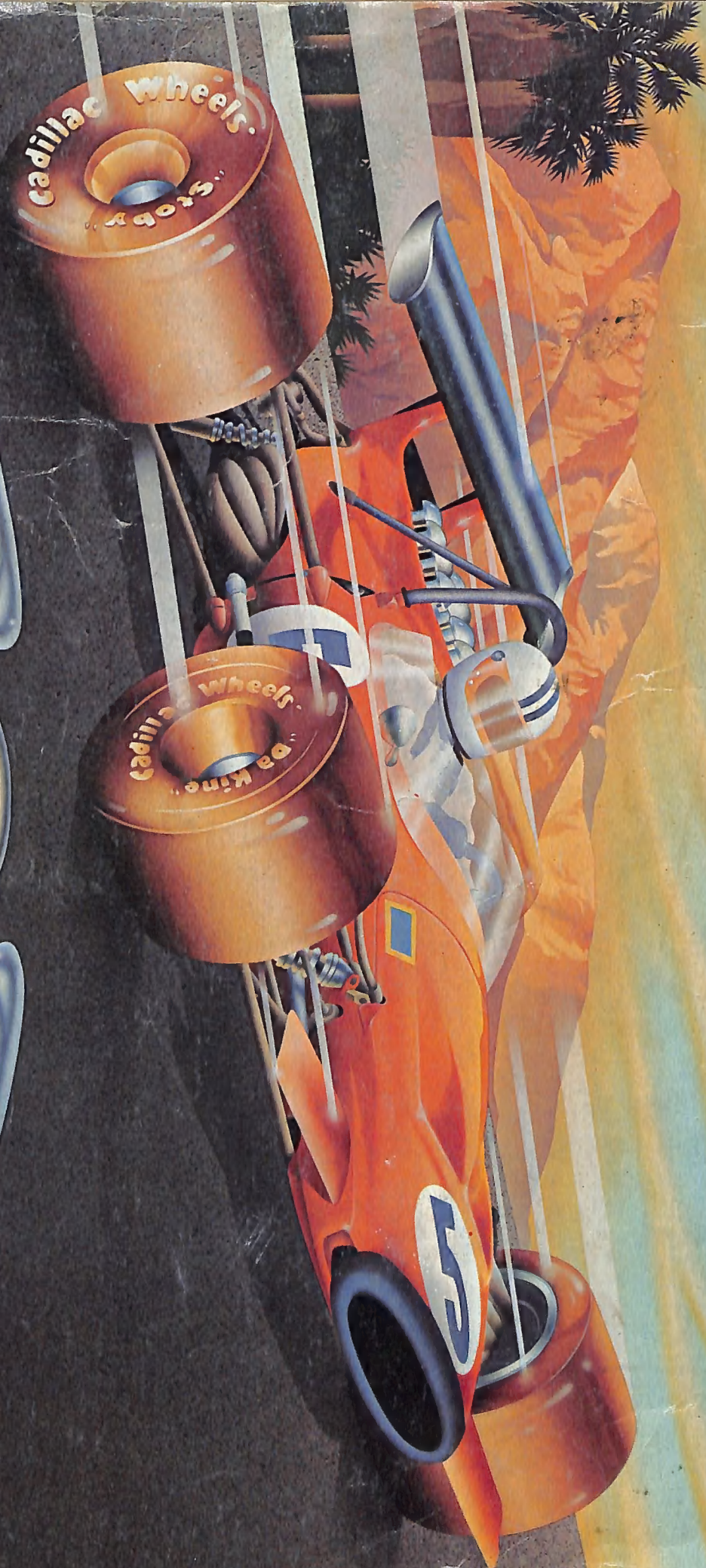
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